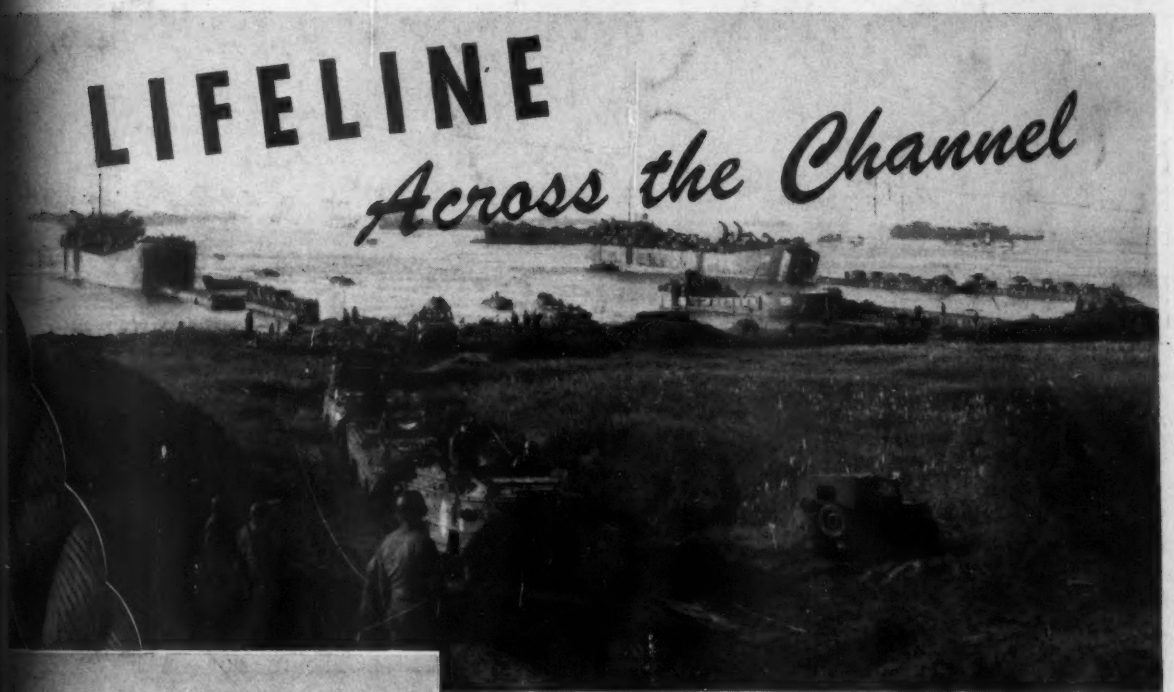
OCT 25 '44

ATLANTIC FISHERMAN

OCTOBER, 1944

LIFELINE *Across the Channel*



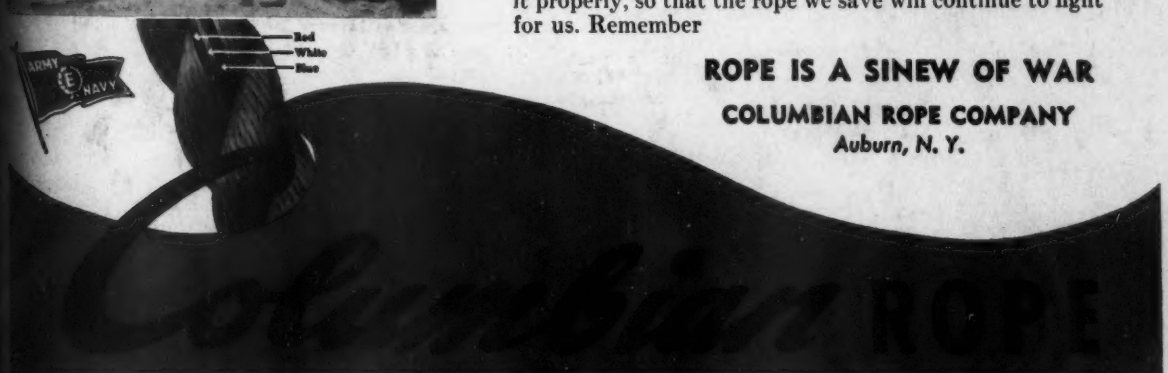
SIGNAL CORPS PHOTOS

★ When our boys hit the Normandy beaches, rope went ashore with the first wave. An indispensable part of every ship's gear, rope is irreplaceable also in mounting and carrying out an attack. That's why our Armed Forces must have plenty of rope—good rope—the very best we can turn out for them. And that's why we, on the civilian front, must learn to use it properly, and to store it properly, so that the rope we save will continue to fight for us. Remember

ROPE IS A SINEW OF WAR

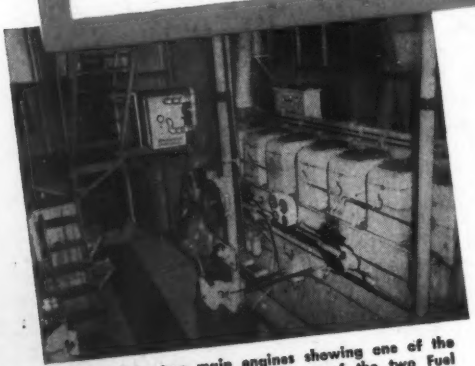
COLUMBIAN ROPE COMPANY

Auburn, N. Y.



Boston Office and Warehouse **38 Commercial Wharf**

BRIGGS OIL CLARIFIERS PLAY A MAJOR PART IN THIS AMAZING OPERATION RECORD



One of the two main engines showing one of the two Lube Oil Clarifiers and one of the two Fuel Oil Clarifiers that serve the two main engines and the two generators.

Two G-800 Lube Oil Clarifiers serve the 20KW generator. One G-800 Lube Oil Clarifier serves the 15KW generator.

QUICK FACTS

Boat—River Tug, Walter G. Hougland . . . *Port*—Louisville, Kentucky.

Job—Towing oil barges on Ohio River . . . *Load*—64,000 barrels.

Operating Time—24 hours per day, 7 days per week. Only time not running is for loading and unloading and in event of needed service. Over a year, *running* time averages 20 out of 24 hours.

Engines—2—JS8 Cooper Bessemer Diesels (Main engines).
1—20KW Caterpillar Diesel Generator.
1—15KW Caterpillar Diesel Generator.

Briggs Clarifiers—
5 Lube Oil Clarifiers on 4 engines.
2 Fuel Oil Clarifiers handle fuel for all 4 engines.

Oil Consumption (total of 4 engines)—reduced 60% over normal consumption without clarifiers.

Engine Wear—After 16,419 operating hours—cylinders of main engine showed unbelievably little wear . . . only .019". Generators have never shown enough wear to justify major overhaul and repair.

Study your oil problem . . . you'll find it similar to that of the "Walter G. Hougland." You, too, must make long trips under heavy load; your engines must run almost continuously for long periods; you can't afford breakdowns; your engines must be kept in good condition.

Talk to the Briggs representative in your locality. Learn the Briggs oil filtration story . . . how and why Briggs Clarifiers do more than ordinary filters to put a stop to excessive engine wear and maintenance . . . and reduce oil consumption in the bargain.

Briggs
PIONEERS IN MODERN OIL FILTRATION

BRIGGS CLARIFIER COMPANY

GENERAL OFFICES—WASHINGTON 7, D. C. • DISTRIBUTORS IN PRINCIPAL CITIES

STAY ON THE FISH WITH FATHOMETER

It was not so long ago that the average fisherman lost out on many a big haul because he couldn't stay on the fish. To make the most money in the fishing business, trips must be speedy—must get results. The FATHOMETER, faithful and accurate, is both navigational and profitable-fishing insurance in one. The FATHOMETER gets you on the fish, keeps you on the fish, helps you fill the hold more quickly, and gets you back to port in jig time for the pay-off.

SUBMARINE SIGNAL COMPANY

160 STATE STREET *Established 1901* BOSTON 9, MASS.

ORIGINATORS AND MANUFACTURERS OF THE FATHOMETER

AHOY, JIM—HERE'S YOUR NEW SUPERIOR*

*This was a familiar call before the war, but today Uncle Sam is just about the only one who hears these welcome words. So take good care of your present engine, and remember this: WE HAVEN'T FORGOTTEN ABOUT YOUR ENGINE NEEDS. Things are happening in the Superior engine laboratory in Springfield that are going to make VERY INTERESTING NEWS to fishermen and boat owners all over the world.

SUPERIOR ENGINES

Division of The National Supply Co.

Executive Offices: Pittsburgh, Pa.

Sales Offices: Springfield, Ohio; Boston; New York; Philadelphia; Washington, D. C.; Jacksonville; Houston; Fort Worth; Tulsa; Los Angeles; Chicago.

Factory: Springfield, Ohio.

Superior DIESELS • MARINE, 28 to 1200 H. P.

STATIONARY, 31 to 1200 H. P. • GENERATOR SETS, 12½ to 770 kw.

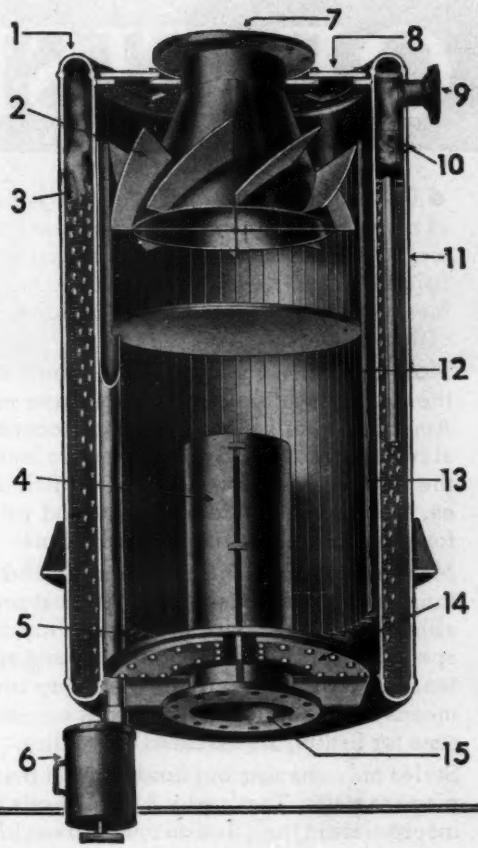
HOW CAN A SILENCER INCREASE CRUISING RANGE ?

In addition to supplying the entire heating load of the ship while at sea, Maxim Heat Recovery Silencers produce steam for use in evaporators to distill sea water. Hence fresh water tank capacity can be materially reduced and converted to extra fuel carrying capacity. In wartime this has meant a substantial and vitally important increased cruising range for ships so equipped. Naturally, too, because the steam is produced from exhaust heat, and not from extra fuel, this factor is an important fuel saving in itself.

Maxim Heat Recovery Silencers, usually installed on the exhaust line in the stack, silence exhaust noise, provide 100% spark arresting, and utilize exhaust heat, normally wasted, to produce steam or hot water for main and auxiliary heating uses. These units are automatic in operation, self regulating as to steaming rate, and can be operated dry. For more complete information send for bulletins listed below.

★ ★ ★

For silencing without the heat recovery feature, Maxim makes units for silencing internal combustion engine exhaust or intake, steam engine exhaust, air compressor intake, vacuum pump discharge, blower intake and discharge, high velocity steam, air or gas discharge. Engine exhaust silencers available with or without the spark arrestor feature. Bulletins on request.



1—Expansion Joint to permit dry operation.
2—Spark Arrestor.
3—High water line maximum steaming rate.
4—Bleeder Tube.
5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
6—Spark Box.
7—Exhaust Outlet.
8—Cleanouts—provide ready access for cleaning of soot deposits.
9—Steam Outlet.
10—Steam Separator.
11—Heavy shell.
12—Extended heating surface—requires the minimum of attention and maintenance.
13—L shaped fins welded toe to heel, position fins for easy welding — heavy gauge wrought iron offers maximum resistance to corrosion.
14—Cleanouts.
15—Exhaust Inlet.

SEND FOR DESCRIPTIVE BULLETINS WH 100—WH 102—WH 103

ARMY E NAVY

THE MAXIM SILENCER CO.
74 Homestead Ave., Hartford, Conn.

MAXIM

The Future OF FISHING

ATLAS Imperial DIESEL ENGINES

● In order to be prepared for the demands of the fishing industry in the postwar future, we have contacted thousands of commercial fishermen to determine their future requirements, and to get their ideas on market conditions in the future.

Most fishermen look for a good market for their catches after the war . . . because many American families who were only occasional buyers before food rationing have learned the true delicacy of well prepared fish dishes. This increased demand, at good prices, forecasts profitable fishing operations.

Most successful fishermen understand the fundamentals that make a fishing boat profitable—and they know that a heavy duty, slow speed Diesel spells low operating and maintenance costs . . . coupled with long life. It means less time tied up at the dock . . . more time for fishing . . . essential reliability.

Styles may change, but fundamental principles are static. That's why Atlas Diesels will incorporate in their design only proven ideas —never sacrificing the fundamentals which have always made the Atlas an economical and dependable Diesel.

ATLAS IMPERIAL DIESEL ENGINE CO.

San Francisco · Chicago · New York · Houston
Seattle · Vancouver · Terminal Island · Astoria · Ketchikan
Philadelphia · Baltimore · Gloucester · New Orleans

EXCELLENCE IN FIGHTING SHIP OUTPUT

Points the Way to

BETTER POST-WAR FISHING VESSELS

TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

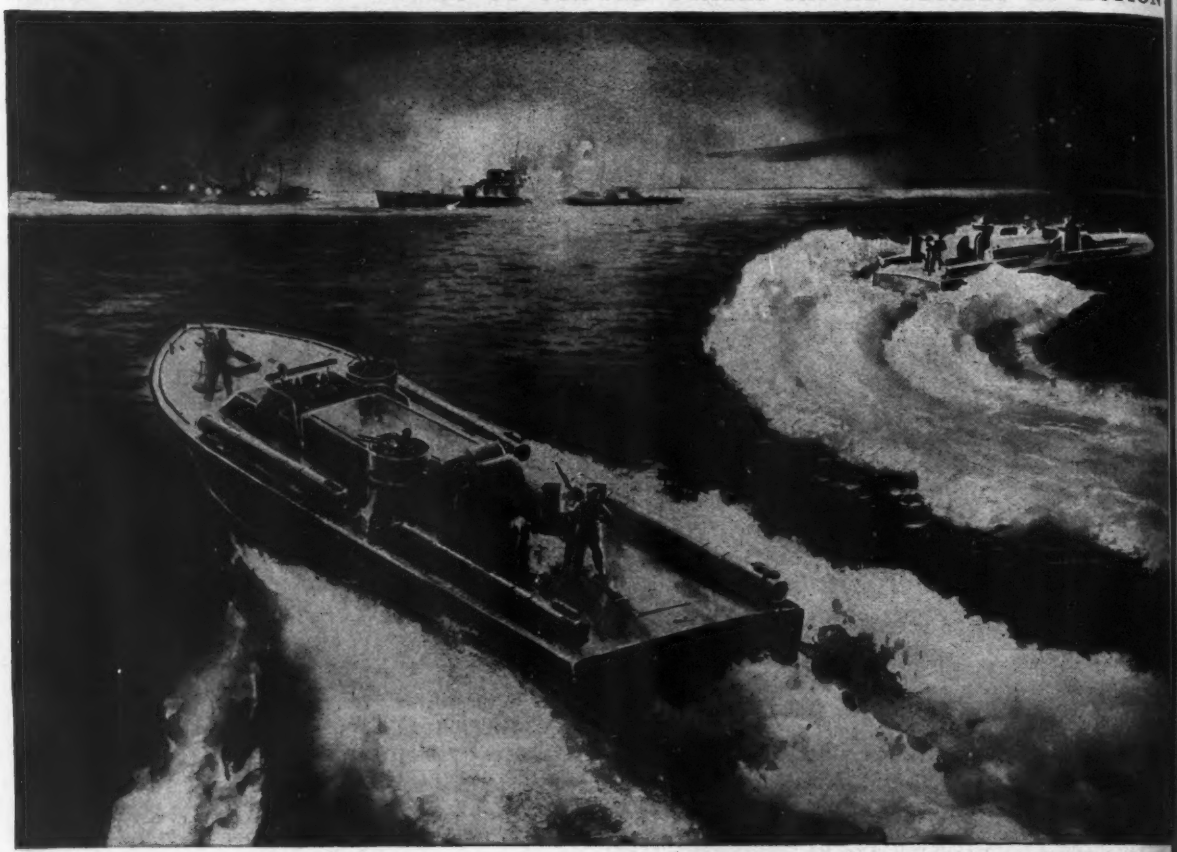
In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction —a product that will successfully meet tomorrow's operating requirements.

GEO. LAWLEY & SON CORP.

26 Ericsson Street Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

FROM THE "AMERICAN" SERIES OF UNITED STATES NAVAL VESSELS IN ACTION



From a painting in color by Milton Menasco

MEDITERRANEAN INCIDENT

Stealthily through the dark midnight the two German destroyers shepherded their convoy of F-lighters down the Mediterranean, north of the island of Elba. It was early in the Italian campaign and they carried reinforcements and supplies for the Germans fighting stubbornly way down on "the boot."

The first warning that they were detected came with a thunderous roar. Two U. S. PT-boats, belching chemical smoke, swept in and let go three torpedoes. Rashly the destroyers left their charges and gave chase, firing star shells to brilliantly illuminate the attacking PT's.

PT-212 darted back into her smoke screen, but *214* was in a fix. Her smoke device had failed. She dodged frantically, but took a small-fire hit through the engine room, but in turn put a torpedo into one of the destroyers. The second one gave up and fled.

The F-lighters, deserted by their escort, found themselves victims of a trap. Our two PT's had deployed from a larger American-British force, which now pounced on the lighters from another direction and cleaned up the entire convoy. No more reinforcements came to the Germans by that water route.

★ ★ ★

On fighting ships and merchant ships, in the Air Corps and at bases scattered around the globe, American "Superior" Pure Manila Rope is helping to transport the men, the arms and the supplies of war. All American "Superior" is earmarked for Navy and Military uses. In its place, American has produced for the trade, a good, dependable substitute rope. It is not Manila, but it is made with all the care and skill that has come from more than half-a-century of fine rope-making. You can buy any American rope with confidence. Order from your regular source of supply.

*FREE PICTURE SUITABLE FOR FRAMING—A full-color reproduction of the above painting, with a chart and additional details about this engagement, may be had upon request. Write for your copy today.

AMERICAN

MAKES GOOD ROPE

AMERICAN ROPE

TWINE • OAKUM • PACKING

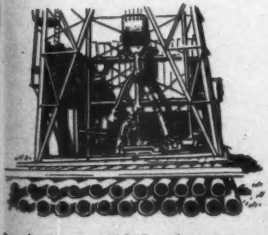
AMERICAN MANUFACTURING COMPANY, Noble and West Sts., Brooklyn 22, N. Y. *Western Factory:* **ST. LOUIS CORDAGE MILLS, St. Louis 4, Mo.**

Sales Offices: **Baltimore, Boston, Chicago, Houston, New Orleans, Philadelphia**

In the commercial fishing fleets of the Pacific, Atlantic and Gulf coasts, and in all types of work boats and pleasure craft, Cummins Marine Diesels—propulsion engines and generating sets alike—have become a byword for dependable, low-cost performance.

For the new dump trucks, shovels, compressors, locomotives, or the various other heavy-duty construction and material handling equipment you are planning to buy, specify Cummins Diesel power. Practically all of the leading manufacturers offer this diesel as optional equipment.

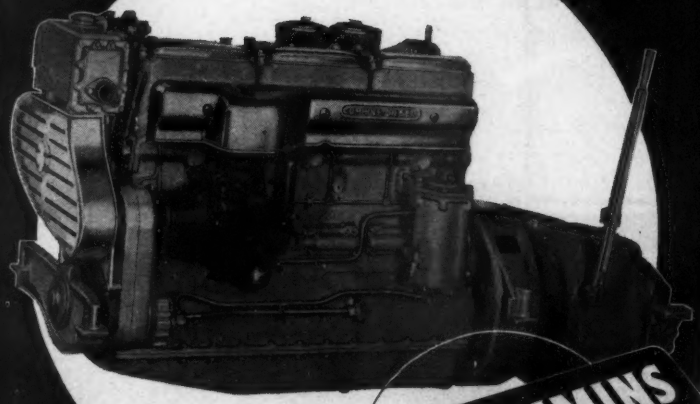
In the Northwest Woods, Cummins Diesels do the complete job—from show to siding. They power yarders, loaders and tugs . . . trucks that handle up to 240,000 pounds (three carloads). In this service, Cummins Diesels are the symbol for "cheap logs."



In the vast Mid-Continent area, the world's greatest oil producing territory, Cummins Dependable Diesels power more rotary and cable tool drilling rigs and oil well service units than any other make of diesel engine.

Step by Step

Tremendous weight and size greatly limited the uses of early-day diesels. Twenty-six years ago, the builders of Cummins Diesels decided to do something about that—and did! Step by step, and with *each step first tested and proved on the job*, they simplified design . . . improved construction processes . . . turned to lighter, stronger materials . . . steadily boosted the rpm. That, briefly, is the story of the modern Cummins Diesel . . . the *original high speed diesel* that, since 1932, has won its spurs on the toughest, heavy-duty jobs . . . in virtually all types of heavy-duty equipment, automotive, industrial, marine. For tomorrow, continued refinements in diesel manufacture promise a Cummins Dependable Diesel that will do your job still cheaper, still faster, still longer. So plan now to standardize on Cummins Diesel power for the equipment you will build or operate after the war. CUMMINS ENGINE COMPANY, INC., Columbus, Indiana.



CUMMINS Dependable DIESELS

SINCE 1918...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.....18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC....7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311
CUMMINS DIESEL ENGINES, INC.....209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 4460
CUMMINS DIESEL ENGINES, INC.....100 Key Highway, Baltimore, Md., Tel. South 1281

GREAT PERFORMERS

in every theatre of war

These are the engines the war proved great. Chrysler Marine Engines have helped power the attack in every war zone. They're completely dependable fighters.

You may have them for *your* boats now. Ask a Chrysler Marine Engine dealer how to obtain the necessary priorities.

5 types—80 to 256 maximum brake horsepower—all completely Chrysler-made in one plant.

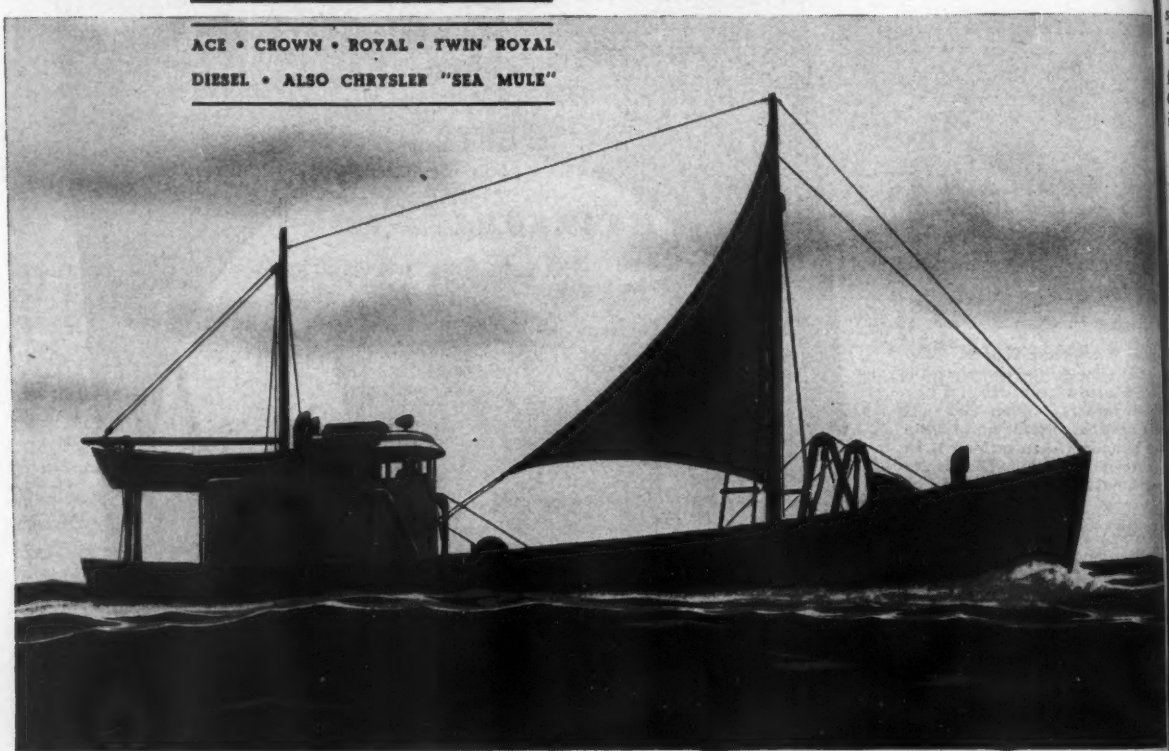
All amazing performers—thanks to exclusive Chrysler developments that make the New Chrysler Marine Engines adaptable to almost any type of powerboat.

And all with *Superfinished* parts. Only Chrysler gives you Superfinish, because it's uniquely a Chrysler improvement. Superfinish makes all important moving parts so mirror-smooth that bearing surfaces can withstand hundreds of hours of constant use, and yet show almost no detectable wear. It is impossible to make any smoother-finished working parts than Chrysler *Superfinished* surfaces!

Send for full information and Free Catalog. Chrysler Marine Engine Division, 12200 E. Jefferson Ave., Detroit, Mich.

NEW CHRYSLER MARINE ENGINES

ACE • CROWN • ROYAL • TWIN ROYAL
DIESEL • ALSO CHRYSLER "SEA MULE"



For Boats in the "Essential War Effort Class"... Fishing Craft ... *Your* Boats

CHRYSLER "SEA MULE" INVASION WEAPON

A BRITISH PORT, June 24—American invasion forces uncovered a "new" weapon on D-Day in the Chrysler-built "Sea Mule." Virtually unsinkable and more maneuverable than tugs, it was used to push and tow both men and material onto the beachhead. The "Sea Mule" is powered by two Chrysler Royal Marine Engines.

The Sounding-Lead

To Map Reconversion Program

A PROGRAM for the reconversion of the nation's fisheries from their wartime status will be outlined on October 23 and 24 when consultant representatives of the fishing industry meet in Washington at the invitation of Co-ordinator of Fisheries Harold L. Ickes.

Because of the favorable progress of the war in Europe and altered conditions at home since the last general conference of the fishing industry and government officials last February, the fishery program of the Co-ordinator's Office may be revised.

The conference will review present government controls and programs as they affect the fishing industry and will lay plans for maintaining production at the required levels under current conditions and for assuring the stability of the industry during reconversion.

Foreign Labor Available

THE Rural Industries Division of WMC in Washington is working closely with the fishing industry in an effort to make available Foreign Contract Labor now being used by Agriculture. More labor was expected to become available after October 1 as a result of expiring agricultural contracts.

Employers who are interested in securing this imported labor should place their orders with the local United States Employment Service office. If the labor is not available in the employer's area, it is necessary for him to pay transportation and subsistence costs and send someone to accompany the men to his place of business.

Dr. Lewis Radcliffe of the Oyster Institute recently negotiated for the transfer of 32 Barbadians from an inland cannery to Connecticut oyster companies to aid as deck hands in transplanting seed oysters.

Ceiling Price Revisions

NO increase in fishermen's ceilings for pollock, whiting and blackbacks was granted by OPA under the regular schedule of Winter ceiling prices effective for most species of New England fresh fish on October 1.

On most species of fresh fish different prices are set up for a six-month Winter season and a six-month Summer season, which reflect normal price trends.

Last Winter OPA announced that it would place a six-cent ceiling on pollock for October through March in place of the existing Winter price of seven cents for December through March and 4½ cents in October and November. This would have reduced the price by one cent for four months and raised it by a cent and a half for two months.

A more careful study of the normal seasonal movement of pollock shows that the price for this fish does not ordinarily rise until December. OPA has decided, therefore, to leave the higher Winter price of seven cents but apply it only for four months. This price becomes effective December 1, 1944, and will prevail through March. Together with a 4½ cent price for the rest of the year, this ceiling will provide fishermen with 1942 average prices, OPA said.

The present two cents per pound price to the fishermen on round whiting will remain in effect until November 1, 1944, at which time the price will rise to 2½ cents per pound until May 1, as provided for in the regulation, OPA explained.

Similarly, the present price of seven cents per pound on blackbacks will remain in effect until December 1, when it will rise to 10 cents per pound and will remain at that level until April 1.

The Winter base price of frozen rosefish fillets has been fixed at 24¼ cents per pound, the same as set last Winter, and compares with the Summer base price of 22 cents. However, rosefish fillets frozen before October 1, 1944, must be sold at the Summer base price because processors were able to obtain their supplies of this species at the producers' lower Summer prices.

In a previous statement, OPA announced that with two or three possible exceptions Winter base prices of frozen fish would not be increased over Summer prices because the record holdings of frozen fish made Winter freezing unnecessary. Normally most

The edge, after all, is the business end of a tool; and only craftsmen of long experience grind the cutting tools for which Briddell is famed.

"Pooh," Foreman Jimmie Stephens might say, "it's no trick to put an edge on a Briddell tool when you always get fine steel, correctly tempered, to work on." But Jimmie's modest. For over 25 years tool-grinding has been his specialty at Briddell's; and his unique "know-how" is reflected in every cleaver, fish splitter, jungle knife, every cutting implement Briddell puts out.

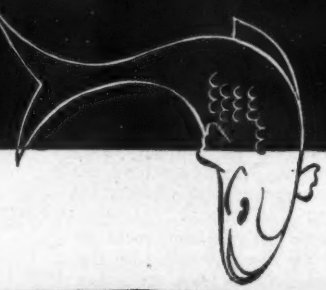
Down here on the Chesapeake there's a firm where craftsmanship counts. All through the Briddell plant quality is the big idea. Nobody for one minute forgets that the tools made here are destined to help other folks make a living.

Flag awarded January 4, 1944
Star awarded June 24, 1944
WARTIME MAKERS OF ROCKET PROJECTILES

CHAS. D. BRIDDELL, INC.

Crisfield, Maryland • Craftsmen in Metal since 1895

INQUIRIES NOW INVITED
FROM PROSPECTIVE PURCHASERS
OF COMMERCIAL
FISHING BOATS



SEND FOR THIS BOOK! "Navigation Wrinkles for Combat Motor Boats," 121 pages, illustrated, of useful information on piloting and navigation based on lectures given in Higgins Boat Operators and Marine Engine Maintenance School. Book will be sent to you, postpaid, at cost of printing, binding, mailing, $1.

species are frozen during the Summer for Winter consumption. Rosefish is one of the exceptions because virtually the entire production of rosefish is frozen. To make possible freezing of the Winter catch, Winter prices of frozen rosefish have been adjusted for the higher Winter prices paid to fishermen for fresh rosefish.

Booklet on Southern Fisheries

"FISH and Shellfish of the South Atlantic and Gulf Coast", a 45-page handbook of information on the salt water fisheries on the southern coast from Cape Hatteras to the Mexican border, has just been issued by the Office of the Coordinator of Fisheries and is receiving special promotion by that agency to insure its wide distribution.

The bulletin was written by Rachel L. Carson, an aquatic biologist of the Fish and Wildlife Service, and continues the series of regional booklets on the fisheries by the same author. Already published in the series are "Fish and Shellfish of New England", and "Fishes of the Middle West".

The new bulletin is probably the first published account of the fishery resources of the entire southern coast and contains information on approximately twenty-five different kinds of fish, mollusks, and crustaceans that are important products of the southern fisheries. Interesting facts on the habits of the fishes, their food value, the methods of marketing, and the development of the fisheries, are included in this booklet, which should be useful to anyone associated with the fishing industry.

Storage Holdings Hit High

INVENTORIES of frozen fish and shellfish, which throughout the year have been consistently higher than in 1943, reached the all-time high of 123,699,000 pounds on Sept. 1. Previously, the largest quantity of fish ever reported in storage was 117,805,000 pounds, the amount held on December 1, 1941. Present holdings represent an increase of nearly 14,000,000 pounds over August 1, and of more than 30,000,000 pounds over September 1, 1943. Records for the past five years show that average holdings for September 1 are about 94,000,000 pounds.

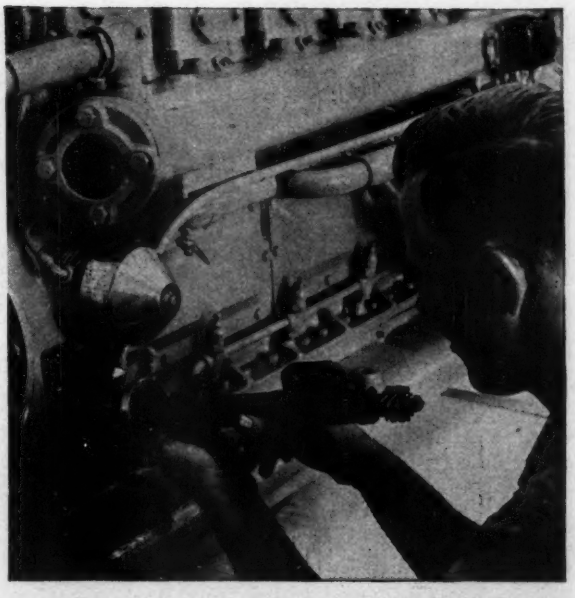
Two OPA Appointments

CHARLES Clifford Smith and Luther Long have joined the staff of the Fish Section, Food Price Division, of the OPA.

Mr. Smith went to OPA from the Superior Sea Food Company, Los Angeles, Calif., where he was executive-comptroller for the last four years.

Mr. Long, of Atlanta, Ga., has been associated with the fish industry for the last 22 years. He has served with Cape Fish Company, Ft. Pierce, Fla.; Fish Producers Exchange of Florida, Jacksonville; Long Fish Co., and Riggs Fish Co., Miami; Terry Fish Co., Charleston, S. C.; and South Fish Co., Ft. Myers, Fla.

"But I couldn't find any driftwood!"

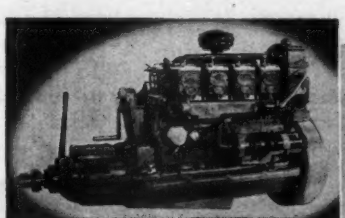


DID YOU KNOW THIS ABOUT OIL PUMPS . . .

. . . that they are the heart of an engine and supply its life-blood just as truly as your own heart supplies the flow of blood which keeps you alive? And did you realize that an oil pump must be mounted submerged in the base oil to be absolutely dependable?

In the Palmer Diesel you will find the oil pump and strainer submerged in the base oil and yet so designed that you can remove the whole unit in a few minutes with ordinary tools. You will also find many other features that are built into this engine especially for commercial boatmen. We would like to tell you about them. Write for information.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary

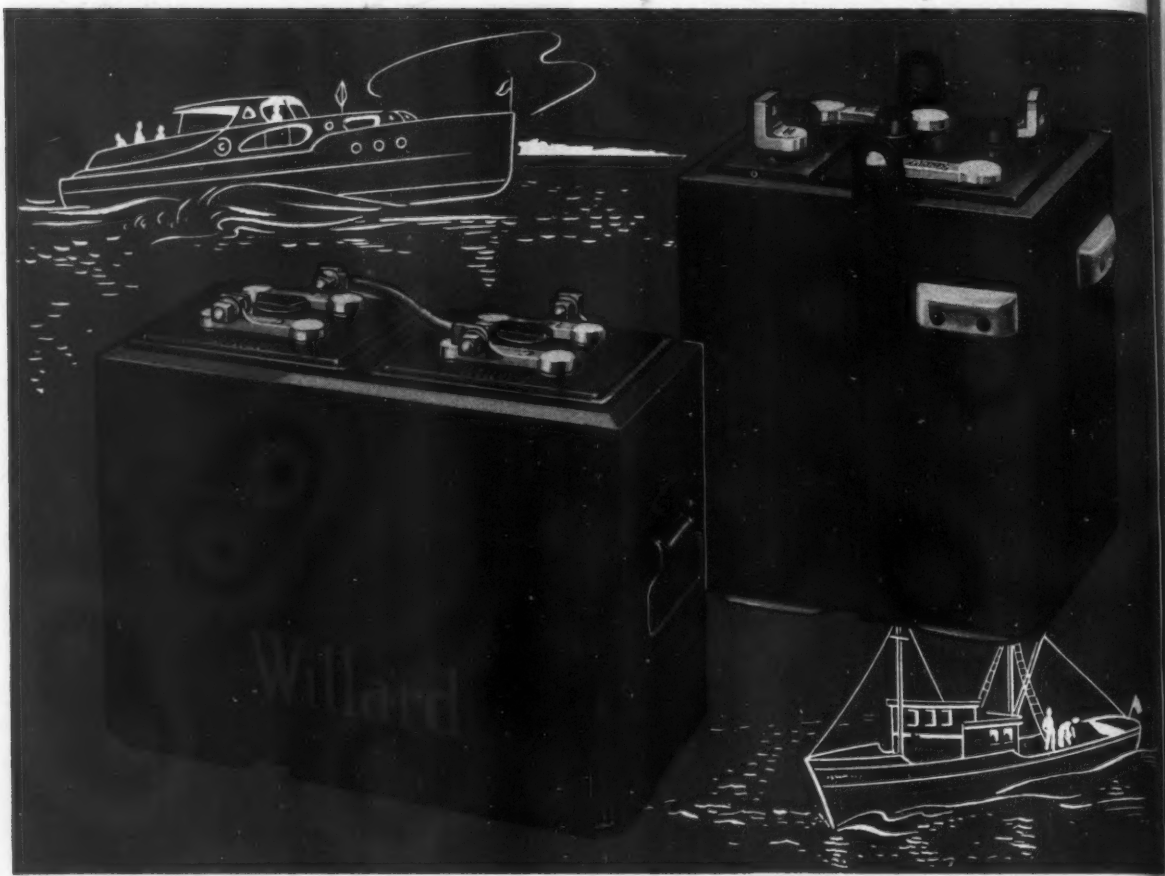
RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.

PALMER

PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS



WILLARD QUALITY

Quality, in Willard Marine Batteries, means the ability to give extra long, extra dependable service in a wide range of marine and fishing boat applications. It means fine materials and workmanship. It means 74 distinct tests and inspections at Willard factories to make certain that Willard QUALITY remains WILLARD quality. It means that Willard Batteries are good batteries to use—good batteries to buy!

"SAFETY-FILL"
MARINE AND DIESEL
BATTERIES

Willard

Willards at war: for Tanks • Combat Cars • Jeeps • Walkie-Talkies • Ships—for Cars, Trucks, Tractors and Buses at home

ARMY E NAVY

Army-Navy "E", awarded to the Willard Storage Battery Company, Cleveland Plant, for high achievement in the production of war materiel.

... the power to carry on!

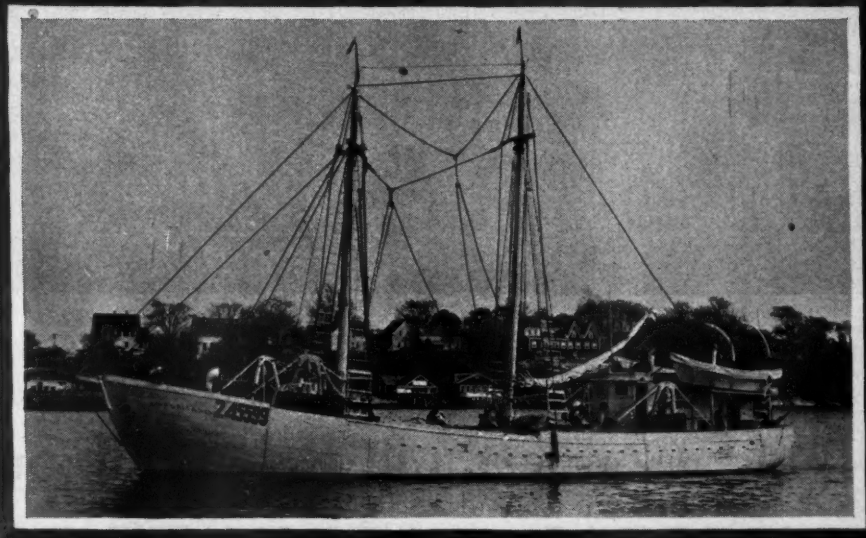
WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

More working hours

Lower maintenance costs

with

GULF QUALITY MARINE LUBRICANTS



Captain Ben Pine's new 95 ft. "Puritan," which is skippered by Captain John Ribeiro. Gulf quality lubricants and fuels help insure top performance and more working hours for this boat.

Fishing boats are "front-line fighters" in today's battle of food supply. They need and deserve extra lubrication care. Months can be added to the life of engines and auxiliaries, and costly mechanical troubles avoided when the proper lubricant is used for every requirement.

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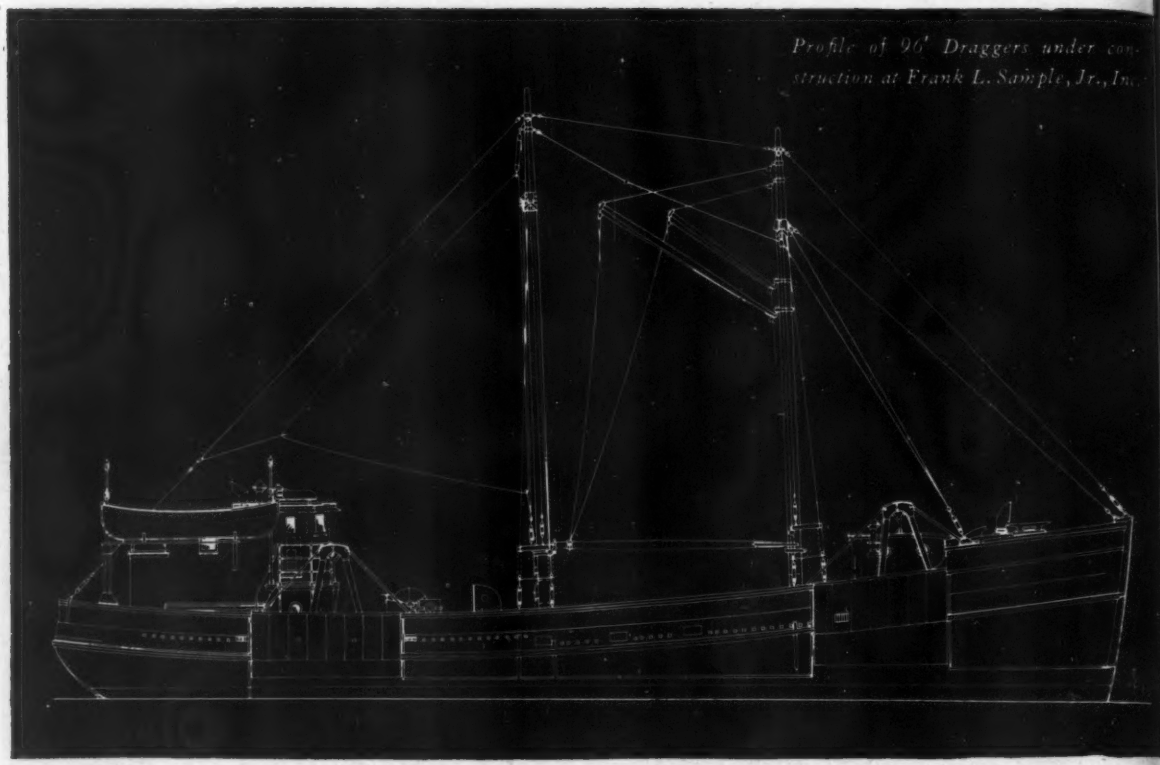

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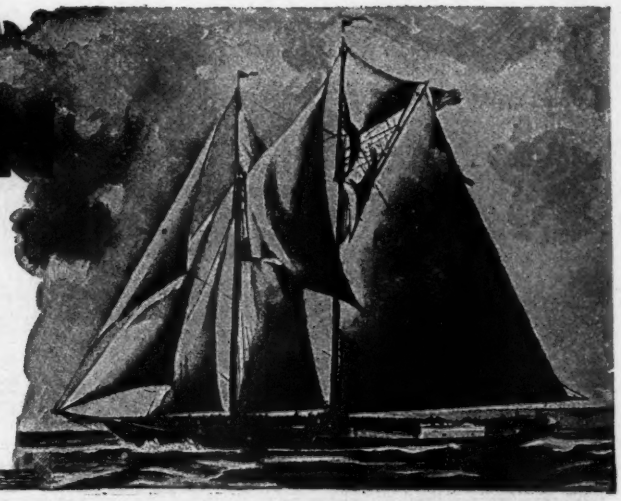

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VOL. XXV OCTOBER 1944 NO 9.

A Plan for a Fisheries Educational Program

Presented at Annual Meeting of Atlantic States Commission

TWENTY-FIVE official representatives of eleven seaboard states together with thirty-five other state and federal technicians and guests participated in the Third Annual Meeting of the Atlantic States Marine Fisheries Commission at the Hotel Roosevelt, New York, September 28-29.

The Commission re-elected Edmund L. Dunn of Massachusetts Chairman, Edwin Warfield, Jr., of Maryland Vice Chairman, and Wayne D. Heydecker of New York Secretary-Treasurer.

Eight panel meetings dealing with particular species and four section meetings covering different coastal areas were held together with two sessions of the whole Commission.

As a result, the commissioners from New Jersey and Delaware will meet again in Wilmington, Delaware, November 13 to seek agreement on uniform legislation to regulate fishing in Delaware River and Bay and thus attempt to settle a long standing controversy. The commissioners from Maryland and Virginia will meet in Baltimore October 19 to seek ways of improving the blue crab fishery in Chesapeake Bay; those from South Carolina and Georgia will confer probably in Savannah or Brunswick, Georgia in November to consider measures to help the shrimp industry.

All the states concerned with the channel bass are being asked to adopt a uniform measure to conserve this fishery so important to sports anglers.

The Commission endorsed the Walgren amendments to the federal Flood Control Bill HR 4485 to require that before Congress acts on proposals for dams or other similar improvements, it shall consider reports by the U. S. Fish and Wildlife Service as to the effect of such river improvements upon the fisheries.

The Commission voted to request the U. S. Fish and Wildlife Service for a full report on all wildlife that prey upon the various fisheries.

The matter of a federal Transportation Act to uphold state conservation laws, the Barclay Pollution Control Bill S 1989, and the proposed U. S. Public Health Service Sanitary Manual for the control of the shellfish industry were referred to the Executive committee for further study.

The Commission heard, accepted and referred to the several states for study two important committee reports—one suggesting state programs of Fishery Stabilization similar to the one already employed in Maryland, the other proposing state programs of fishery education including work in grade and high school classes, adult classes, and an extension service for fisheries similar to that now existing for agriculture.

The clam panel recommended to the clam producing states study and possible use of simplified, inexpensive shellfish cleaning plants successfully used in England and France, which depend on biologic rather than chemical processes, and urged the states to consider the installation of municipal sewage treatment plants wherever they may benefit the fisheries.

The four middle Atlantic States heard a report by the Fish and Wildlife Service on their joint program for restoring the shad in the Delaware. This restoration must wait until pollution in the lower river is cleaned up through the Interstate Commission on the Delaware River Basin now working toward that end.

The following report of the Committee on Fisheries Education, as agreed upon in its previous meetings, was presented to the conference and referred to the various state groups for consideration.

General Public Education on Importance of Conservation

For the general public this objective will require the use of a variety of media. It should not be specialized nor of the high pressure type but rather should be of continuing informative interest to increase the public understanding of the potentialities and limitations of marine fisheries resources. It should consist of an expansion of current publications and similar ways of reaching the public, but in general should receive less emphasis than the school program set forth below.

The school program for students in grade schools should include the introduction into their general courses, wherever appropriate, of references to the importance of conservation and particularly those aspects of the marine fisheries which fall within the scope of general science or social science courses, or such particular courses as biology, geography, economics, history, etc. Supplemental readers adaptable for various age groups will be required to give further point to the references to marine fisheries in such general course material.

For students in high schools there should be further emphasis on the matters referred to above to be incorporated into existing special courses in biology, geography, civics, economics, history and physical geography.

In developing such programs it is suggested that the widest possible use be made of locally available materials in preference to using generic materials customarily used, such as the crawfish which is of little local interest to most of the Atlantic States. In this way, schools along the New England coast could utilize the lobster, cunner, mackerel, cod or haddock, and other local species of universal interest, the schools in the middle Atlantic section could use such common fish as the flounder or porgie, those in the Chesapeake Bay the blue crab and the rock fish, and those further south perhaps the mullet and shrimp, the purpose being to use a material with which the students are already familiar as common local species.

(Continued on page 40)

Effects of Feeding in Conditioning Oysters for Market

By Dr. V. L. Loosanoff and James B. Engle*

THE oyster industry is faced with three basic problems, the solution of which should guarantee an abundant supply of good, marketable oysters: 1 — to obtain regular and sufficiently heavy oyster sets to perpetuate the industry. 2 — to protect the set and young oysters against their enemies, chiefly starfish and drills. 3 — to condition adult oysters for the market.

In recent years, the first two of these problems have received considerable attention, and definite progress has been made in these fields. The third problem, however, was studied less extensively and, as a result, we know comparatively little of the conditions which are important in the fattening of oysters.

It cannot be overemphasized that the condition of the oyster meats spells either success or failure for the oystermen. This is especially true for the men engaged in the cultivation and shucking of oysters of marketable size. An extra pint of meats per bushel of oysters often represents the narrow margin that means a profitable year.

In nature, the years of fat oysters are often succeeded by periods when the oyster meats are extremely poor. These periods represent a very serious handicap to the industry and, usually, result in financial losses. Naturally, the answer to the question as to what conditions cause the oysters to become fat is of equal interest to practical oystermen and to scientists engaged in the study of oysters.

In an attempt to contribute to the solution of this problem the authors undertook a study of the food, feeding and fattening of oysters.

In the first series of experiments the oysters were exposed to different concentrations of a constant flow of *Chlorella*, a green alga microorganism. Prior to that, however, the oysters were kept in sea water for several hours to obtain a record of their activities under normal conditions. In all heavy concentrations of *Chlorella* the flow of water filtered through the gills of the oysters markedly decreased.

Studies of the shell movements showed that exposing the oysters to heavy concentrations of microorganisms did not materially decrease the time the oysters kept their shells open. It revealed, nevertheless, that the type of shell movement was different from that observed while the animals were kept in running sea water.

In light concentrations of *Chlorella*, as well as in the other microorganisms, the rate of water flow was not reduced. In some instances it was even greater than during the preceding period, when the oysters were kept in running sea water. The character of the shell movements of the oysters and the time the shells remained open showed no significant change.

In view of the results obtained it was thought desirable to determine more accurately the minimum concentrations of microorganisms unfavorably affecting the oysters. Therefore, a series of experiments was designed in which the animals were subjected to gradually increasing concentrations. In very light concentrations no appreciable change was noted. However, upon introducing medium heavy cultures the rate of water flow produced by the oysters sharply declined. A subsequent increase in the density of the cultures resulted in a further decrease in the rate of water flow. In general, the decrease in the rate of pumping became more pronounced as the concentration of microorganisms became heavier. In the heaviest concentration many individuals ceased pumping entirely.

When, at the end of exposure, the oysters were again subjected to sea water the rate of flow showed a marked increase. In many cases it was much greater than the original one. Such intensive pumping suggested an attempt by the oysters to cleanse themselves from the microorganisms which accumulated in the mantle cavity and gills.

The oysters exposed to increasing concentration of microorganisms did not show a radical change in the percentage of time their shells remained open. Observations on the shell movements, however, revealed two facts of considerable significance. First, it was noted that in several instances the shells of the oysters remained open for long periods, sometimes lasting several hours, while the animals did not pump any water. This observation showed rather conclusively that although the shells of the oysters are open this fact does not always mean that the mollusks are feeding.

The second observation indicated that upon the introduction of large numbers of microorganisms in the water surrounding the oysters the shell movements of those animals became abnormal. They showed that the oysters were struggling against unfavorable conditions, ejecting large quantities of pseudo-faeces at very frequent intervals.

In the next series of experiments the process of exposing oysters to different concentrations of microorganisms was reversed. The animals, after having been kept in sea water for several hours to observe their normal behavior, were subjected to decreasing concentrations of plankton. The first concentration, used immediately after the initial exposure of the oysters to sea water, was extremely dense. Contact with such a thick population of microorganisms always resulted in a rapid and marked decrease in the rate of pumping. In some instances it caused the complete cessation of pumping, as if the oysters were unable to cope with the mass of cells present in the surrounding medium.

As the experiment progressed and the number of microorganisms became smaller, the oysters pumped more water. In general, the increase in the rate of pumping was rather parallel with the decrease in the number of microorganisms.

An explanation is needed to show why in the presence of a large quantity of food the oysters become poor, and even die. The answer is based upon the observation that when large numbers of microorganisms are present in the water they seriously interfere with the normal functions of the oyster gills. In filtering the water rich in plankton the oyster gills, which are very delicate and sensitive organs, become quickly clogged with the mass of food cells. This condition interferes with the normal feeding of the oysters and, to a certain degree, with their respiration. The records of shell movements obtained in our experiments, as well as direct observations upon the oysters, showed that when microorganisms are abundant the animals are largely preoccupied in keeping their gills clean. This is manifested by the characteristic movements of the shells to expel large quantities of pseudo-faeces. At the same time no true faeces are being formed, this fact indicating that the oysters do not feed.

Examination of the stomachs of the animals kept in heavy concentrations of microorganisms showed the absence of food and crystalline style. Obviously, regardless of the abundance of food in the surrounding water the oysters were starving.

It should be made clear that these results were obtained in the experiment in which the oysters were kept in large quantities of water. This measure was found necessary to avoid the erroneous results and conclusions that might have been formed if the oysters were confined to several quarts or even gallons of the liquid. In such cases, the mollusks by forming large quantities of pseudo-faeces might quickly reduce the concentrations of the cells below the danger level, and then proceed to feed in a normal way. This would be impossible if the oysters were surrounded by large quantities of water rich in microorganisms.

In our studies it has been found that the *Chlorella* cells, if filtered off from their medium and then added to the sea water in which the oysters are kept, will reduce the rate of pumping of the animals. This perhaps could be interpreted as a mechanical interference with the pumping mechanism of the oyster. Such a conclusion is supported by the experiments in which instead of plankton forms, various inert substances, such as bottom silt, kaolin, precipitated chalk, etc., are added to the water to increase its turbidity. The results of the experiments also showed that the particles suspended in the water cause a reduction in the quantity of water pumped by the oysters.

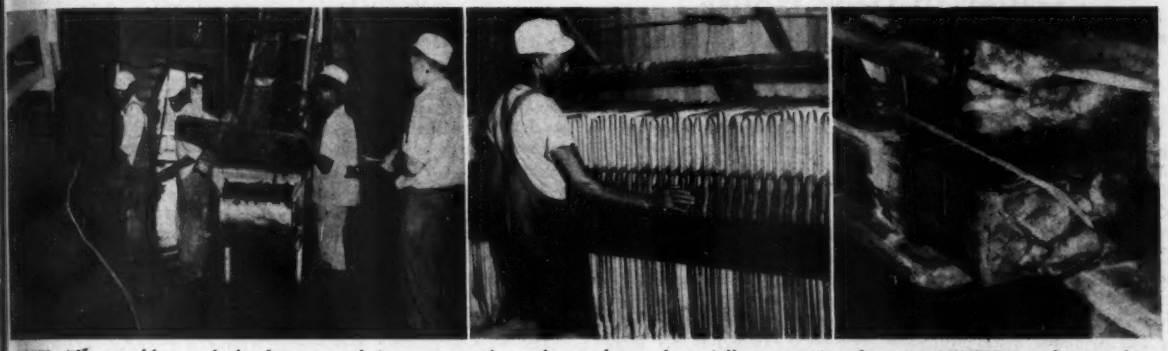
In still another experiment it was found that clear *Chlorella* filtrate from which all the cells are removed, would also reduce the rate of pumping, and noticeably change the character of the

(Continued on page 36)

* Excerpts of paper presented at 1944 Oyster Conference by the Director and Aquatic Biologist, respectively, of the F&WS Milford, Conn. Laboratory.

North Carolina Processing Seaweed into Agar

LEFT, Gatherers spread seaweed onto outdoor racks to dry. Some seaweed is delivered wet to processing plant and is dried there. CENTER, Workers soak seaweed in large vats, freeing it from shells and sea-trash. RIGHT, The seaweed goes into a huge washer.



LEFT, Thoroughly washed, the seaweed is now put into the cooker, where jelly extraction begins. CENTER, After cooking, mechanical straining in a filter press is required to free the sea gelatine from the spent weed. The filtered solution is then placed in huge ice cans to cool, where it sets to form jelly. RIGHT, frozen blocks of jelly are slid down the chute for shaving.

LEFT, Shaved material is pumped to troughs with screen bottoms so as to separate the flakes of agar from the melted ice water in which they float. CENTER, Properly deposited agar is wheeled into a dryer. RIGHT, Now dried, the sea gelatine curls up in translucent flaky layers, ready for grinding and for one of its many commercial processes.

THOSE things which are such a clammy bother to bathers, and which are such a confounded nuisance to net fishermen no longer are mere sea "weeds". They are sea-vegetables. And at least one species, Gracilaria confervoides, is the basis of a new and thriving industry on the Carolina coast.

People around Beaufort, N. C., now are raking the stuff up into piles, and trawler operators who used to cuss it with good old Core Sound cusswords are bringing it along with their shrimp, to sell to processors.

Harvest and commercial use of seaweed largely had been left to the Japanese until Pearl Harbor. After that, the small California seaweed industry expanded enormously, but not nearly enough to meet current demand. The hunt for suitable seaweeds continued along the Atlantic and the Gulf, and recently a full-fledged commercial plant at Beaufort began production of agar from seaweed.

The public may think they never use the humble aquatic plant, but it's dollars to doughnuts that they do. For instance, agar, one of the many derivatives of seaweed, is used for treatment of wounds, by dentists, in medicines and drugs, in cosmetics, in paint; as a sizing in paper and cloth, in canned fish, in pastries and baked goods, confections; as sausage casings, in hair straighteners. It also is used to thicken soup, ice cream and chocolate milks; as an adhesive, to clarify liquids, in cheeses, in manufacture of tungsten wire, in photographic plate emulsions, and for other uses where gelatines are indicated. Orientals in addition for years have used it in cookery. It is rich in certain minerals and vitamins, but is of uncertain nutritive value.

Utilization of seaweed in this area followed experiments carried on by the Duke University Marine Laboratory, at Piver's Island and which is still conducting studies in co-operation with

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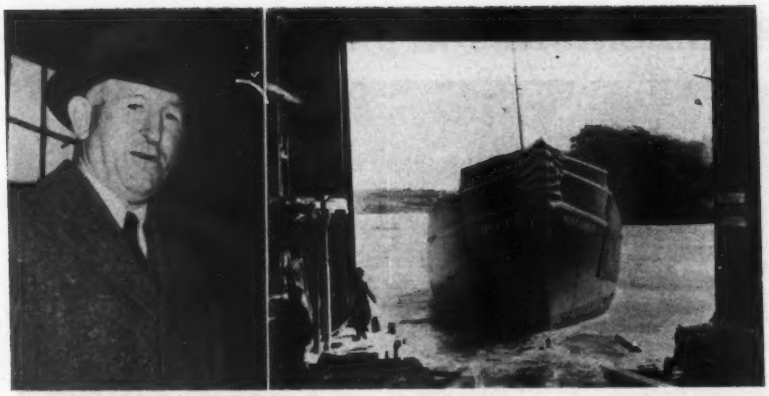


Capt. Ernest Murley of New Bedford, Mass., co-owner with Capt. John G. Murley of the "Mary J. Hayes". The 96′ x 20′ x 10′ dragger was launched early this month by Morse Boatbuilding Co., Thomaston, Me. She will carry 140,000 lbs. of fish, and has accommodations for 10 men. The vessel is powered with a 250 hp. Atlas Diesel engine, fitted with a Love muffler, Alnor pyrometer, Penn electric lubricating alarm switch, 60 x 40 Columbian propeller. She is equipped with an 8 hp. "Deseco" Lister-Blackstone auxiliary set, 110 volt Exide batteries, Hathaway winch, Kinney clutch, Kelvin-White compass, Submarine Signal Fathometer and Shipmate, oil-fired galley range, and finished with Pettit paints.

Dragger "St. Christopher" Has Galley In Deck House

THE 95′ dragger *St. Christopher*, which was launched by Reed Bros. of Boothbay Harbor, Me., late in July for Capt. Phillip Filetto of Gloucester, Mass., was expected to be ready for fishing by the end of this month.

The vessel was designed by Maro F. Hammond of the shipyard from a model by William Frost. The vessel has a beam of 21′8″ and a draft of 10′. Her bow is fairly sharp, and has a slight flare, medium rake and rounded forefoot. She has a round stern.

The vessel is heavily constructed with 12″ x 24″ keel, 6 x 6″ double sawn oak frames set on 22″ centers, 2½″ oak planking and 3″ pine decking. She has a 10″ break in the deck, and is fitted with metal rudder stock. The fish hold is 21′6″ long, and has a capacity of 180,000 lbs. of fish.

The principal distinguishing feature of the vessel is her large deckhouse situated over the engine room, with covered deck aft, and pilot house and Captain's cabin above. A bridge, enclosed by a canvas dodger 3′ high, extends around the front of the pilot house.

The pilot house is 7′6″ x 4′, while the Captain's cabin abaft is 10′ in length, and is fitted with a berth, chart table and lockers.

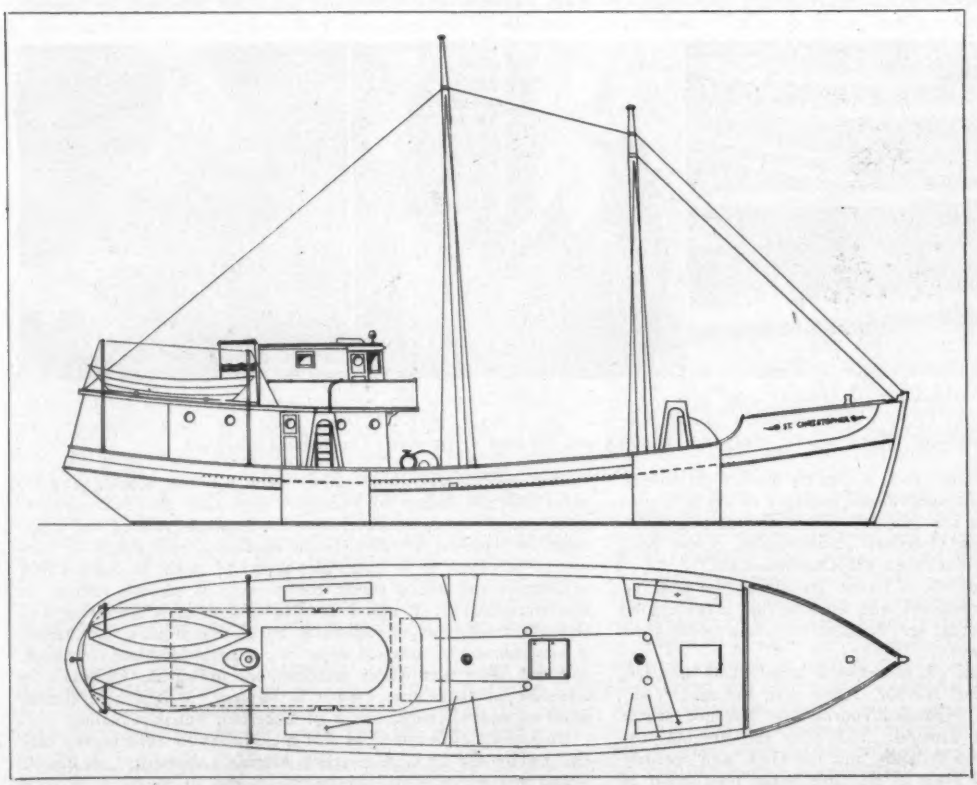
The deck house is 25′ long and 10′6″ wide, with the forward 5′ section utilized for a battery room equipped with a work bench. Extending 10′ aft of this is space for gear stowage, while in the extreme aft section is the 10′ galley. The engine room companionway is located in the after end of the deckhouse, amidships.

The engine room is 24′ long and has tanks holding 5,000 gallons of fuel oil. The after cabin has 2 bunks and a toilet.

The fo'c's'le accommodates 10 men, and is furnished with a 900-gallon fresh-water tank and an oil fired No. 10350 Shipmate range.

The vessel is schooner rigged and is equipped with a 15′ metal life boat. She is heated by a hot water system.

The *St. Christopher* is powered with a 6 cylinder, 11½ x 15 Atlas Diesel, rated 300 hp. at 300 rpm. The engine has single lever control, is fresh-water cooled and is fitted with a Love muffler, Alnor pyrometer, and Weston tachometer. A 66 x 46 Columbian propeller turns on a 6″ bronze shaft through a Goodrich Cutless rubber stern bearing.



Outboard profile and deck arrangement plan of the 95′ "St. Christopher".

The auxiliary set is an 8 hp. Deseco Lister-Blackstone unit, with Imperial generator, Curtis compressor and Gould's pump. Batteries are 110 volt Surrette.

Navigating equipment includes a Submarine Signal Co. Fathometer, Bludworth direction finder, Ritchie compass, and 30-watt Jefferson-Travis radio telephone.

All fishing gear, including Wall rope and Roebling wire, was furnished by Westerbeke Fishing Gear Co. The vessel is equipped with a New England WD-700 winch with a gear ratio of 10:1 and a capacity of 450 fm. of ¾″ wire per drum.

The "Dorothy & Edith" launching party, showing from left to right: Miss Elsa White; Capt. Derby Stanley, co-owner; Mrs. Allen Hill; Mrs. Derby Stanley; BM 1/c Warren Stanley, co-owner; and Mrs. Warren Stanley, sponsor.

"Dorothy and Edith" Built For Easy Driving

THE new 50'6" x 13' x 6'6" dragger *Dorothy & Edith*, designed and built by Mount Desert Boat Yard, Mount Desert, Me., started fishing for redfish between Libby Island and Rockland last month. She is operating out of Southwest Harbor under command of co-owner Capt. Derby Stanley, who will remain in command until his son, and co-owner, BM1/c Warren Stanley, returns from Coast Guard duty.

For the last three years, Capt. Stanley has sailed out of Rockland on the *Iva M.*, *Muskegon* and *Ellin B.* Warren Stanley started fishing at the age of 13 and when 16, had his own boat, the *Bernice E.*

The boat is of radically different design, being comparatively narrow and deep with considerable drag to her keel. She has a sharp bow and drives very easily, having a speed of 12 knots. Her net tonnage is 13 and displacement tonnage is 20.

A special feature of the boat is her raised deck aft located over an after fish hold which can be used for trimming. The after hold has a capacity for 15,000 lbs. of fish, while the 16' main hold amidships carries 25,000.

The boat is constructed of 2 x 3" steam bent oak frames, 1⅛" Maine cedar planking and ⅞" spruce ceiling. The frames are spaced on 12" centers, and the planking is galvanized nailed and plugged.

The pilot house, located over the engine room trunk, is sheathed on both sides with plywood, and has 3 drop windows forward. The fo'c's'le is provided with 3 bunks, adequate locker space and a Shipmate galley range. Pettit paints and glues were used throughout the boat.

The boat is powered with a Chrysler Royal marine engine, sold by Walter H. Moreton Corp., and fitted with 3:1 reduction gear and 32 x 20 Federal Mogul propeller, turning on a 2" bronze shaft. The engine is equipped with pilot house controls and a Maxim silencer. Fuel capacity is 300 gallons, and Texaco oils are used.

The boat is ketch rigged and fishes from the starboard side, having a Hathaway winch operated through a Kinney clutch.

The new 50' dragger "Dorothy & Edith", just before launching at the Mount Desert Boat Yard, Mount Desert, Me.

She is equipped with an Edson deck pump, and Edson reduction steering gear, connected with chains to a quadrant on the after deck. The rudder post extends through the after fish hold.

Deck gear was supplied by New England Trawler Equipment Co., while nets and Roebling wire were furnished by Westerbeke. The boat carries two 150 pound Willis kedge anchors, and Willard batteries.

The Mount Desert yard is finishing a 35' lobster boat for Capt. E. A. Colbeth of Atlantic, Me.

"Sacred Heart" Is Ready For Redfish Dragging

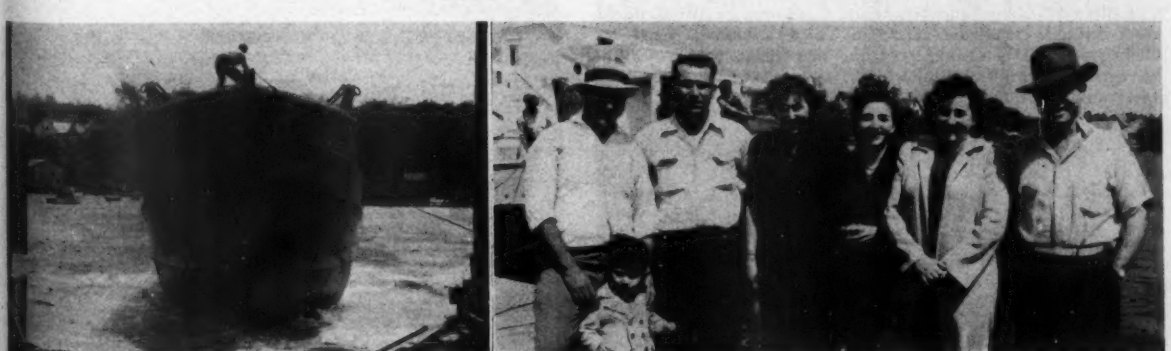
THE 75' *Sacred Heart*, recently launched by Bristol Yacht Building Co., South Bristol, Me., is being outfitted for redfishing at Gloucester. She is owned by her skipper, Capt. Frank Militello and Capt. John Aiello.

With the exception of a round stern, a whaleback and an additional foot in length, the new vessel is similar to the *Pearl Harbor*, designed by Albert E. Condon.

The *Sacred Heart* has a fish capacity of 80,000 lbs., and has accommodations for 8 in the fo'c's'le, 2 in the pilot house and 2 in the after cabin.

She is powered with a 6 cylinder, 9 x 12 Superior Diesel, developing 180 hp. at 400 rpm., sold through Walter H. Moreton Corp. The engine swings a 50 x 34 Columbian propeller on a 4½" bronze shaft, giving a speed of 9½ knots.

Other equipment on the vessel includes an 8 hp. "Deseco" Lister-Blackstone auxiliary set, 32 volt Surrette batteries, Hathaway winch, operated through a Kinney clutch; Edson bulkhead type reduction gear steerer, 5 hp. New England fish hoist, Bludworth direction finder, Submarine Signal Co. Fathometer and Shipmate range.



The "Sacred Heart" being launched at Bristol Yacht Building Co., and her launching party, showing from left to right: Capts. John Aiello and Frank Militello, co-owners; Antonette Giaclone; Rose Aiello; Mrs. John L. Aiello and Alphonse Mineo.

Maryland Oyster Tonging Season Late

DUE to warm weather and a shortage of shuckers, the Maryland oyster tonging season started later than usual this year. The season ordinarily starts about the 15th of September, but was delayed by a week or two. However, by the end of September packing houses had opened and oysters had begun to arrive.

Harry T. Nelson, manager The Crisfield Supply Co.

The rate paid per gallon for shucking has been advanced to 60c, one of the highest prices ever paid in the history of the oyster industry. Last season shuckers received 50c.

Runboats are bringing oysters from the Potomac and other points on the Bay. The oysters are reported to be in good shape and shuck well to the gallon. According to Harry T. Nelson, manager and owner of The Crisfield Supply Co., Crisfield, oysters taken from Pocomoke Sound are in good shape this season, and will shuck a gallon and better to the bushel, which is a good yield.

Quite a large quantity of oysters are taken during September and October off private beds. Each year more people are leasing oyster grounds and engaging in private planting, and if oysters remain at good prices this will prove a profitable business and increase the oyster yield in Maryland.

The oyster tonging season opened September 1 in the waters of Chesapeake Bay and the tributaries of the following Counties in Maryland: Anne Arundel, Kent, Queen Anne's, Worcester, Talbot and the Great Choptank for Dorchester County residents; September 15 on the Potomac River, Patuxent River and its tributaries, also waters of Wicomico and Somerset Counties; October 1, tributaries of the Potomac River and balance of waters of Dorchester County.

The oyster dredging season will open November 1st. From then until after the Christmas holidays Crisfield is a beehive of industry. From 4 o'clock in the morning the shuckers and packing houses are busy.

Soft Crab Season Nearly Over

The soft crab season is nearly over, and has been about the best ever for the crabbers. Hard crabs sold for as much as 5c apiece. Crabbers in the first week of September sold for as high as $100 in one day. This season has been one of the best for the crabbers of Smiths Island and Tangier Island. The quantity of crabs has not been so great, but the prices have been high.

Wind Storm

One of the worst wind storms ever known in Maryland hit the Chesapeake Bay on September 14th. Thousands of dollars worth of crabs were destroyed in the floats of the crab shedders. A large number of boats were sunk and a few were blown away, but were found later.

Erecting Menhaden Plant

Wallace M. Quinn and brother E. L. Quinn, Sr., of Crisfield, are erecting a menhaden plant on Yonges Island, S. C. E. L. Quinn, Sr. will be manager of the new plant, which will be known as Quinn Bros. Fisheries. The plant will be ready for operation in the near future.

Operate Shucking Plant

H. C. Webster & Son, one of the leading seafood packing firms on Deals Island, is now operating an oyster shucking plant, and has a fleet of 3 oyster boats, the *Ester*, *Dorothy* and *Eben*.

Big Drum Fish

Louie White and Norman Tull of Crisfield report they caught a drum fish in Tangier Sound recently that measured 4'1", and weighed about 75 pounds. The fish is in cold storage, to substantiate their story.

Leases Oyster Grounds

Walter S. Wilson of Marion, Md., has leased 5 acres of oyster ground in Pocomoke Sound for planting oysters.

Virginia Manpower Shortage Limits Production

AN acute manpower shortage, despite the highest wages in seafood history, is limiting the Peninsula's market for seafood, G. B. Collings of the Peninsula Association of Commerce said after a recent tour of seafood plants and fishing facilities with J. E. Kohlman of the Kohlman Co., Cincinnati, large buyers of oysters and fish from local firms.

According to Collings, Newport News seafood producers could have a market among 20 million people of the Central United States if labor could be obtained to handle the catch.

As an example he cited his visit with Kohlman to various local packing houses. One which needed 50 employees had 6 oyster shuckers. Another with a normal staff of 50 had 5. A plant with 10 employees needed 150 to man its facilities to the full. He also cited the instance of a crab boat which came into one of the packing plants, its owner seeking to sell his catch only to be told that there is no market for crabs, because of the difficulty of getting them processed.

Potomac River Tonging

Tonging on the Potomac River in Virginia opened on the 15th of September. The first day found 40 Tangier tongers on the river, working the beds from Colonial Beach down to its mouth. According to reports they did well at first, catching from 20 to 28 bushels to the boat; but now, owing to restrictions on the sale of small oysters, they are making smaller catches.

Oysters on the Potomac this year started at $1.50 a bushel. From last reports, they have increased to $1.65; but they will not, oystermen say, reach last year's high mark, because this season they are in poorer condition, shucking only 5 pints to the bushel.

To Trap Terrapins on Onancock Creek

Capt. P. G. Williams, the terrapin hunter of Tangier Island, is at it again. This time he is to trap terrapins on Onancock Creek in Virginia, where, it is reported, fishermen have seen scores of diamond backs crawling on the crabbing bottoms of the creek.

He will set his traps in the runs and marshlands bordering the stream, where the terrapins migrate to go into hibernation upon the coming of cool weather.

The terrapin trap is a device similar to the crab pot in construction, but differs in a few particulars. It has but one chamber, 5′ x 3½′ x 3½′, with a funnel 18″ long, near the ground floor. The whole thing is covered with 1″ wire netting.

Norfolk Area Landings

Norfolk area landings for the month of September totalled 1,456,000 lbs., representing a decrease of 1,116,000 lbs. from August landings, and a decrease of 211,000 lbs. from September of last year. Croakers continue to be the leading variety with landings of 691,000 lbs., followed by gray sea trout with 354,000 lbs. and spot with 303,000 lbs. Fish were landed on 15 days of the month, with the largest catch being on September 5, when 317,000 lbs. were landed. All of the landings during the month were from pound nets.

The "Joan & Joyce" owned by Capt. D. J. Legare, McClellanville, S. C. She is 30 ft. long and powered with an 85 hp. Chrysler engine.

Gulf Shrimpers Seek Ceiling Changes

GULF shrimp fishermen met at New Orleans on September 28 to formulate a program which might obtain more satisfactory prices for themselves and for consumers, in a conference with Howard Lynch, head of OPA's Fish Section.

In addition to the ceiling prices, they pointed out, they are hampered by increased production costs and a scantier catch than usual, and said that many fishermen are forsaking their occupations and taking jobs in war plants. Fishermen's earnings, they declared, range between $32 and $40 a week.

For head-on shrimp, fishermen are asking $28 a barrel with a count up to 20 per pound; $24 a barrel with a count of 21 to 30 per pound; $20 a barrel with a count from 31 to 40 per pound, and $11 a barrel with a count over 41.

Asking a fair ceiling price for both producers and consumers, the fishermen pointed out that Louisiana shrimp have sold for as high as 87c a pound in some parts of New England.

Represented at the meeting were the Gulf Coast Seafood Producers' and Trappers' Association, the Jefferson Parish Fish Association, the Texas Fish Association, the Gulf Coast Shrimp and Oyster Association, the Mobile Bay Seamen's Union and the Gulf Coast Division of the Seamen's Union, AFL.

Crab Production Up

While crab production has soared 34 per cent higher this year, the shrimp catch has fallen off 18 per cent and the output of oysters has dropped 33 per cent.

Many fishermen have found they can make more money catching crabs, since there are ceiling prices on shrimp but not on crabs and crabmeat. New York wholesalers pay as high as $1.50 a pound for Louisiana's jumbo crabs. In addition, less equipment is required for crabbing.

Crab production thus far this year has reached 9,093,888 pounds, compared with 6,795,308 pounds during the same period last year. The shrimp catch has dropped from 48,613,740 pounds last year to 39,668,580 pounds this year. Figures on the oyster output are as follows: last year, 707,976 barrels; this year, 477,091 barrels.

Oil Firm Pays Damages

After more than 11 years of litigation in Louisiana courts, oyster fishermen in the Terrebonne and Lafourche parish waters have been paid $211,000 damages by the Texas Company for pollution of their oyster beds by oil operations.

A total of 19 suits were filed in 1932-33 by oyster fishermen claiming damages to their beds by oil, and it was not until several months ago that one of these cases was decided by the Louisiana Supreme Court and damages of $21,000 awarded Ludwig Doucet of Terrebonne Parish. In this matter, the high court reversed a previous dismissal of the suit by the district court.

On the basis of this decision, conservation officials said, the other 18 cases have been settled out of court and $190,000 paid to the fishermen.

Extensive scientific research in connection with the cases was performed by Dr. James Nelson Gowanloch, Conservation Department biologist, and Dr. Paul S. Galtsoff of the Fish and Wildlife Service. James N. McConnell, in charge of the oyster and water bottoms division of the Conservation Department, said that since the pollution cases occurred, regulations have been put in effect and are being complied with by all the major oil companies operating in Louisiana coastal regions.

"Mary Katherine" Now Trawling

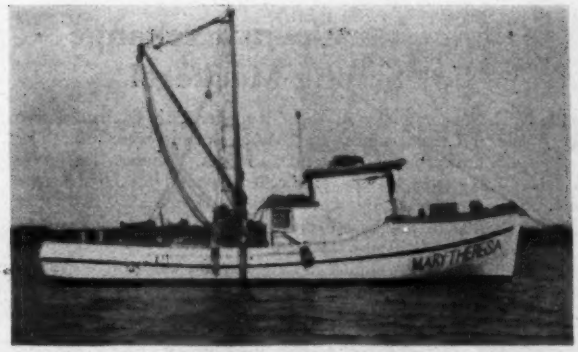
The *Mary Katherine*, formerly a red snapper boat, has been reconditioned for trawling and is now a unit in the Morgan City Packing Company fleet.

"Alice Belle" Repowered

The *Alice Belle* has been repowered with a D-13000 Caterpillar Diesel, and is now ready for a trip in the service of the M. C. Packing Co. The trawler is owned by Domange and Authement of Chauvin, La., and was formerly owned by Paul Messick of Morgan City.

Dees Re-elected President

M. H. Dees, President of the Mississippi Seafood Commission, was re-elected by the Commission at its annual meeting held recently.



The "Mary Theresa", shrimp trawler owned and skippered by Capt. Joe R. Mircovich, Ingleside, Texas. She is 40' x 12' x 3'6" and is powered by a Chrysler Crown gasoline engine, with a 3.46:1 reduction gear built in, turning a 30" x 26" Michigan Wheel. The boat uses Columbian rope and Linen Thread netting.

Alabama Shrimp Runs Good In Size and Quantity

WHILE this season's runs of shrimp have been good in size and quantity, the producing end of the seafoods industry is facing the problem of supplying a heavy demand under the handicap of a manpower shortage. The net result should be another period of top prices to the shrimpers for their products and like high prices for the consumer to pay.

Good runs of shrimp have been observed around Middle Bay Light, Point Clear and Fish River vicinities in Mobile Bay, but shrimp in the upper bay are small in size. In the other regions, the shrimp are of good size.

Because of the large number of small shrimp in the area, a temporary ban on shrimping has been ordered in one section of the coastal waters. No shrimping will be permitted in the territory embraced within a line drawn from the south end of Coffee Island in a northwestward direction to LeDon Point, east to Bayou la Batre and thence south to starting point. Portersville Bay will remain closed, as a sort of shrimp sanctuary, and no trawling will be permitted.

For the benefit of shrimpers, the legal size limit for shrimp remains unchanged—not more than 40 per pound with heads on or more than 68 to the pound when heads are removed.

From the reefs of Bon Secour, Cedar Point, Portersville Bay and locations in Mobile Bay, oysters may be removed only by the use of hand-operated tongs. Should a survey reveal the beds in the upper bay are in good enough condition to permit such operations, they may be reopened to dredging at a later date. This was permitted last year after having been banned for several years. The reefs in the upper bay region lie in deeper water than those of the lower bay and tributaries and the use of tongs in harvesting the oysters is not only impractical, but almost an impossibility.

The "Baby Ann", owned by Star Fish and Oyster Co. of Mobile, Ala. She is skippered by Capt. Harry Van Loock, and powered with a 4 cylinder, 60 hp. Atlas Diesel.

Gloucester Opens Exchange For Selling Mackerel

ON the opening day of the Gloucester Fish Exchange, five mackerel trips, comprising 165,000 pounds, were sold. The only firm represented was Davis Bros. Fisheries, Inc., who bought all five trips, paying four cents a pound for large mackerel, and two cents a pound for small mackerel.

It was voted to inaugurate the Exchange at a recent meeting of the Atlantic Fishermen's Union. Mackerel is the only fish which will be handled, since it has no price ceiling. However, it was stated that as soon as OPA ceilings are lifted all fish will be sold through the Exchange

Record Redfish Receipts

The all-time record for one day's redfish receipts in any port was attained on September 25, when 1,665,000 pounds of redfish were landed by 20 draggers. The total was 23,000 pounds ahead of the previous all-time record established August 9, 1943.

Fishermen to Buy Statue

The Gloucester branch of the Atlantic Fishermen's Union voted to pay the cost of creating and constructing a memorial statue to the wives and mothers of the estimated 8,000 Gloucester fishermen lost at sea. The statue is a design of Leonard Craske, sculptor of Gloucester's famous fishermen's memorial statue.

The fishermen voted that one per cent of the net crew's portion of the stock from the trips of every Gloucester fishing craft be allocated to the cost until the full amount of $18,000 is raised.

Big Trips

Recent big trips landed at Gloucester include the following: *Theresa M. Boudreau*, Capt. Joseph A. Boudreau, 225,000 lbs. redfish; *Golden Eagle*, Capt. Robert Fralic, 143,000 lbs. redfish, haddock and lemon sole; *Emily Brown*, Capt. Frank Brown, 198,000 lbs. redfish; *Caroline & Mary*, Capt. Joe Rose, 180,000 lbs. redfish; *Columbia*, Capt. Matthew Sears, 215,000 lbs. redfish; and the *Ruth & Margaret*, Capt. Joe Jaqueta, 140,000 lbs. redfish.

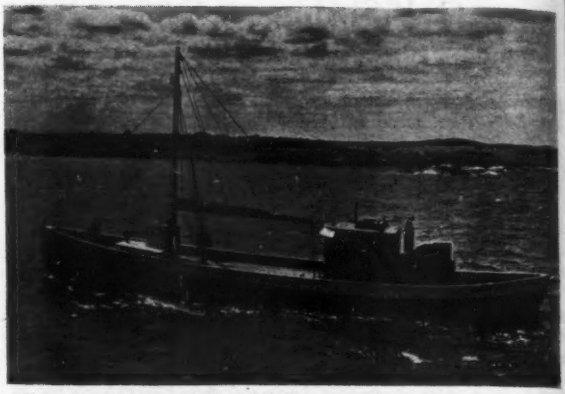
"Eliza C. Riggs" Repowered

The 64' *Eliza C. Riggs*, owned by Capt. William LaFond, has been repowered by Cummins Diesels of New England, Inc., with a Model HMR-603 Cummins Diesel, furnished with a Detroit 2.87:1 reverse and reduction gear, and equipped with a 42 x 20 Columbian propeller, Kraissl salt water strainer, Burgess exhaust snubber and Marine Products bilge and deck pumps.

New Engine in "Grace & Rosalie"

The *Grace & Rosalie*, which recently was grounded at Brant's Rock following a fire, has been repowered with a DCMR 1879, 171 hp. Buda with 2:1 reduction gear and built in fresh-water cooling, by Rapp-Huckins Co. The vessel is owned by Captains Nicholas Parisi and Anthony Iaconelli.

The 60' x 20' x 4'6" sardine carrier "Double Eagle", owned by North Lubec Mfg. and Canning Co., Rockland, Me., and skippered by Capt. Murray Gray of South Brooksville. She is powered with a Chrysler marine Royal 8 engine with 4.48:1 reduction gear, sold by Walter H. Moreton Corp., and equipped with a 40 x 24 3-blade Hyde propeller, giving the vessel a speed of 8½ knots.



The 59' x 13'8" x 6'6" well lobster smack "Grace M. Cribby", operated by Consolidated Lobster Co. in transporting live lobsters from Maine and Nova Scotia points to its Gloucester plant. She has a capacity of 40,000 lbs., and is powered with a Model HMRS-602.55 Cummins Diesel engine, equipped with Detroit 2.55:1 reverse and reduction gear, turning a 38 x 26 Columbian three-blade propeller at 550 rpm., giving a cruising speed of 10 knots.

Maine Herring Landings Show Increase

A 7,271,530 pound increase in herring landings over the previous month featured the fisheries report for August, issued by the Sea and Shore Fisheries Department. Herring landings jumped from 7,519,750 pounds in July to 14,791,280 pounds in August for the more than seven million pound increase. Washington County accounted for six million pounds of the total, and Hancock County placed second in landings with 4,330,690 pounds. The total herring catch is valued at $211,304 for the month.

Big Sardine Pack

It is reported that a total pack at least 20 percent higher than that of last year is in the offing for 1944 if the catch is normal in volume from now on.

Contributing very materially to this prospect is the size of the pack made during September, when the factories have without exception been working practically at top capacity. Fish have been abundant at Deer Island, the Wolves, Campobello and the Perry shore, and they have been of excellent quality and size, 4 to 8 fish to the can. Most of them are being taken in weirs, but there is some seining in coves shut off by twine. The big storm of two weeks ago put many weirs, especially those in exposed locations, out of action, but enough remain in operation to keep the supply of fish steady.

There has also been a very satisfactory catch in the middle district, so-called, around Mt. Desert and Swans Island, and the factories in Portland, with the exception of the Seaboard, which closed for lack of help, have been very active.

The supply of large herring for cutting, smoking and canning as kippers or sea herring has not been good since the big storm.

Win War Food Administration "A"

Announcement was made recently by Charles M. Quinn, WFA District Supervisor, that the coveted "A" award has been won by four canning plants operating in Lubec and Eastport. Three plants of the R. J. Peacock Canning Co. have received the "A", as well as the B. H. Wilson Fisheries of Eastport.

Warner Building 79 Footer

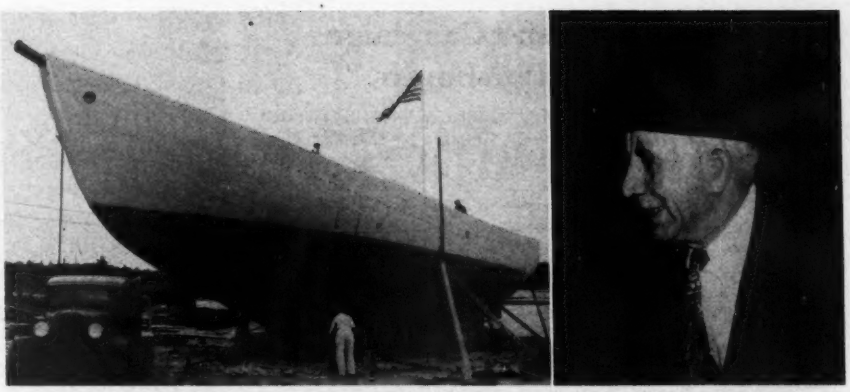
B. F. Warner of Kennebunkport, Me., is building a 79 ft. dragger for Capt. Arthur A. Ricker of Portland, which will be powered with a 171 hp. Buda Diesel, with 3.3:1 reduction gear.

New Engine for "Lida & Dick"

Capt. Leroy Ames' *Lida & Dick* of Vinalhaven has been repowered with a 605W Mack Mariner Diesel, rated 100 continuous hp. at 1500 rpm., and furnished with Twin Disc 3:1 reduction gear and 3:1 power take off, keel cooling, ¾ kw. Leece-Neville generator, Maxim silencer, and 32 volt Exide batteries. The equipment was sold by Rapp-Huckins Co., and installed by Snow Shipyard of Rockland.

Morse Reconverting "Katie D."

The *Katie D.*, recently returned by the Government to her owner, Dallet & Son of New York City, is being reconverted for fishing by Morse Boatbuilding Co., Thomaston.



The 99' "Pilgrim", before launching by Gray Boats, Inc., Thomaston, Me., and her managing owner, Capt. Ben Pine.

"Pilgrim" Launched for Pine

THE 99' dragger *Pilgrim* was launched last month by Gray Boats, Inc., Thomaston, Me., for Capt. Ben Pine and Miss Ray Adams of the Atlantic Supply Co., and her skipper, Capt. Joseph Jaqueta of Gloucester, Mass.

The vessel is practically a duplicate of her sister ship the *Puritan*, which was completed earlier this year by the same yard. Designed by Eldredge-McInnis, Inc., the *Pilgrim* is approximately 4 ft. longer than the *Puritan*, having another frame added way aft, to provide for more length in the engine room and additional working space in the way of the propeller, and an extra frame amidships to provide for a slightly longer fo'c's'le.

The *Pilgrim* will ice down 185,000 lbs. of fish, and has accommodations for 8 in the fo'c's'le, 4 in the cabin and 1 in the pilot house.

She is powered with a 300 hp. Atlas Diesel engine, fitted with single lever control, Alnor pyrometer, Love muffler, Weston electric tachometer and Kingsbury thrust bearing. The engine is furnished with a fresh-water cooling system employing a shell and tube type Condenser Service & Engineering Co. heat exchanger and Weinman all bronze pump. The engine swings a 66 x 46 Columbian propeller on a 6" bronze shaft, turning through a Goodrich-Cutless rubber bearing.

The vessel is equipped with a "Deseco" auxiliary set comprising a Model CE 2 cylinder, 8 hp. Lister-Blackstone Diesel with 7½ kw. Imperial generator and Kinney clutch operated Curtis air compressor and Goulds water pump, which are driven by multi-V-belts. This equipment and a 5 kw. Imperial generator, operating off the main engine, 110 volt Willard batteries, and "Deseco" switchboard were furnished by Diesel Engine Sales and Engineering Corp.

Other equipment includes a Hathaway winch, Submarine Signal Co. Fathometer, Westerbeke nets, Lothrop fog horn and Shipmate range. The vessel will use Gulf fuel and lubricating oils.

The new 79' dragger "Pelican", owned by Capt. Arne Pedersen and Carl Beckman of New Bedford. She is equipped with a 180 hp. Superior Diesel and 8 hp., 5 kw. Sheppard Diesel auxiliary furnished by Walter H. Moreton Corp.; 55-pound Danforth anchor, Columbian propeller, Edson steerer and pumps, Hathaway winch, Bludworth direction finder, Submarine Signal Co. Fathometer and Shipmate range.

New Bedford Fleet Suffers Hurricane Damage

WITH the return of the scalloper *Bobby & Harvey* a week following the September 14 hurricane, the entire New Bedford fishing fleet was accounted for, and damage estimates, considered less than in 1938, were in the vicinity of $500,000.

The *Bobby & Harvey* sailed into port September 21 unharmed by the hurricane, after being unreported for 10 days. The crew reported the vessel rode out the hurricane nicely and continued fishing. It brought in a catch of 1,350 gallons.

All skippers reporting back to New Bedford were amazed at the toll of damage done in the port. The hurricane was felt very little on the fishing grounds, and one skipper characterized the wind as a "breeze".

The *St. Anthony*, owned by Alfred Costa, and skippered by Tobias Vig, lost a 25,000 pound catch valued at $2,000 when she sank off New Bedford Pier. However, she has now been raised. The *Alva*, owned by Walter R. Smith, sank between Palmer's Island and Butlers Flat, and the *Barbara*, owned by Carl F. Edgerly, sank under the Fairhaven bridge.

The *Sea Hawk* was beached in the rear of the car barn on the Fairhaven Bridge, but was damaged only slightly. The *Irene & Mabel*, owned by L. S. Eldridge & Son, Inc., was wedged on a bulkhead between Casey Boatbuilding Co., Inc., and the Hathaway Machinery Co., Fairhaven. The *Alma Bell*, owned by John Munson of Wildwood, N. J., was a complete wreck on the Fairhaven Bridge, and the *Malvina B.*, owned by Manuel DeMello of South Dartmouth, was beached near Peirce & Kilburn Corp., Fairhaven. The *Adele K.*, a new member of the fleet, was washed away from her moorings at Pope's Island, where she was being completed, and the *Charles E. Beckman*, owned by Charles Beckman, burst from its moorings and was carried by the current and high wind to the Fairhaven Bridge, where her mast crashed into the draw. She had a badly gouged prow, and her pilot house was gone and a side stove in. The *Mildred* and *Mary M.* were dashed on top of Union Wharf, Fairhaven, and the *Newfoundland* foundered off Fairhaven. The *Carol & Estelle* was swept ashore on Crow's Island, but got off under her own power. The *Anna C.* was driven high ashore from her Onset Bay mooring, and the *Pearl Harbor* suffered a damaged rail and lines, as did nearly every boat in the harbor.

Hurricane Hits Cape Shellfisheries

Cape Cod scallops, which went on the market late in September will be scarcer than normal this year because of the hurricane, veteran fishermen predict. Tidal waters churned the flats,

"Eat More Fish" Campaign Staged in Pittsburgh

AN intensive "eat more fish" campaign was inaugurated September 8 in the Pittsburgh, Pa., area by the War Food Administration in conjunction with the Pittsburgh Sea Food Council of wholesalers and retailers. Scheduled to run for a month, the program reached six million consumers and represented an effort to move surplus storage fish and high seasonal out-put of fresh fish. People were urged to eat fish at least twice a week. Wm. H. Walsh, district director of WFA in western Pennsylvania took charge of promotional activities.

As a result of the success of the "Pittsburgh plan", representatives of the Boston and Gloucester industry on September 26 appointed a delegation to confer with Lee Marshall of WFA in Washington in order to arrange for similar campaigns in St. Louis and Chicago. The group included John Del Torchio, general manager of Cape Ann Fisheries, Inc. and president of Gloucester Fisheries Association; Matthew R. Dillon, manager of General Seafoods Corp. Boston plant; John H. Sullivan, New England WFA Director; and Edward H. Cooley, manager of Massachusetts Fisheries Association.

During the period of the Pittsburgh campaign, 141 banquets were scheduled in Pittsburgh hotels serving 8,000 people, and although not one had originally planned to use seafood as a main course, 99% of them were convinced to do so. A chain grocery store increased its seafood sales 68% over the preceding year.

According to Maurice Rattray, Chief of the Fish and Fish Products Division of WFA, the program opened with a proclamation by the mayor asking the people to support a program to increase the consumption of fish. Each day thereafter until October 8, the Council had a well-organized, well-timed program of keeping before the people the reasons why they should eat more fish at this time. In addition to a patriotic appeal, nutritive values of fishery products were stressed and different uses were offered for the home menu.

Full use was made of the radio and the newspapers, with about eight regular radio programs scheduled and over 1,000 spot announcements. Cartoonists of the local papers also contributed their efforts to help put the program over. Printed material was available for use on the highway billboards, on street cars and in hotels, restaurants, etc. Residential areas were bombed from the air with fish cut-outs.

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removing full grown scallops from the beds, and washed thousands of seed scallops ashore.

Heavy damage was suffered by the oystermen on the Cape around Cotuit and Chatham where the wind velocity reached 100 miles per hour, with tides 8 to 10 feet above normal, during the September 14 hurricane. Most oyster houses were completely demolished, and many power boats were smashed. Some oyster areas were swept bare, while in others the oysters were buried. However, in most cases, planters were able to find stock in the bottom.

New Engine for "Josephine & Mary"

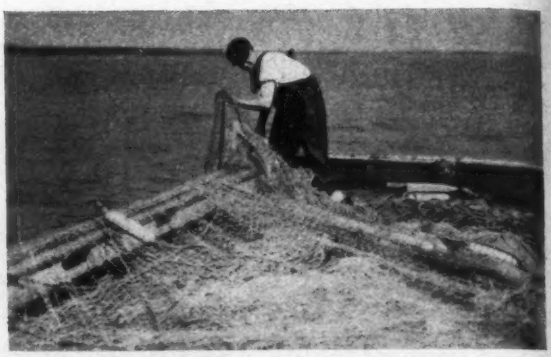
The schooner *Josephine & Mary* of New Bedford is being repowered with a 250 hp. Atlas Diesel engine.

"Eugene & Rose" Gets New Power

The *Eugene & Rose*, now owned by Stanley P. Murach of New Bedford, and skippered by Capt. Eddie Silva has been repowered by Rapp-Huckins Co. with a Model DCMR 1879, 171 hp. Buda Diesel, fitted with built-in fresh-water cooling with Ross heat exchanger, 2:1 Twin Disc reduction gear, Maxim silencer, 48 x 34 Columbian propeller and Hathaway stuffing boxes.

New Equipment for "Frances J. Manta"

The *Frances J. Manta*, owned by Joseph A. Manta of Provincetown has been repowered by Rapp-Huckins Co. with a DCMR 1879 171 hp. Buda Diesel, fitted with Ross heat exchanger, 2:1 Twin Disc reduction gear, Maxim Silencer and 48 x 32 Columbian propeller. The boat was equipped with 32 volt, 41 plate Willard starting batteries and KTWS 17-4 Willard lighting batteries and a Clark Cooper electric air horn.



A setting scow, with Ederer deep trap nets on Lake Superior, operated by the Brown Fisheries of Whitefish Point, Michigan.

Wisconsin Yard Launches "Oliver H. Smith"

THE first vessel for civilian use to be launched in Kewaunee, Wis., since the start of the war, the 52′ fishing tug Oliver H. Smith for Smith Brothers of Port Washington, slid down the ways on September 25 at the yards of the Kewaunee Shipbuilding & Engineering Co. She was christened by Mrs. Oliver H. Smith, wife of the president of the fish firm.

The tug, which will be powered by a 165 hp. Gray Diesel engine, and is of advanced design, with a maximum speed of 12 knots.

A boat of identical hull design, but with somewhat different arrangements, was expected to be launched for the Lelond LaFond Fisheries of Milwaukee about two weeks after the Smith tug left the ways. The vessel for the LaFond firm will have a 150 hp. Murphy Diesel.

The Smith tug will increase to 8 the number of boats which the company operates out of Port Washington, Sheboygan, Manistique and Grand Marais, Mich., and on Lakes Michigan, Superior and Huron. The new boat may be used as a model for later tugs which the company may acquire, an official of the firm said. It will be equipped with ship to shore radio.

Schneberger Heads Wisconsin Fisheries

Dr. Edward Schneberger, head of the State Conservation Department's biology division since 1937, recently was appointed Superintendent of the Fisheries Division by the Conservation Commission.

Illinois Considers Legislation Revision

Representatives of Illinois' commercial fishing industry met with Department of Conservation authorities in Springfield early in October to seek an agreement on a program to revise state conservation legislation. Director Livingston E. Osborne recently made a three day boat trip on the Illinois River during which he inspected the commercial fisheries and discussed the problems of the industry with individual fishermen and wholesalers. Osborne said he was anxious to co-operate with the industry in legislation which affects commercial fishing.

Fresh Herring Ceilings Suspended

Effective October 2, ceiling prices on fresh lake herring were suspended at the producing and wholesale levels. If the prices rise above the former ceiling levels, the regulation will be reestablished. The price ceilings on frozen and salted lake herring remain in effect.

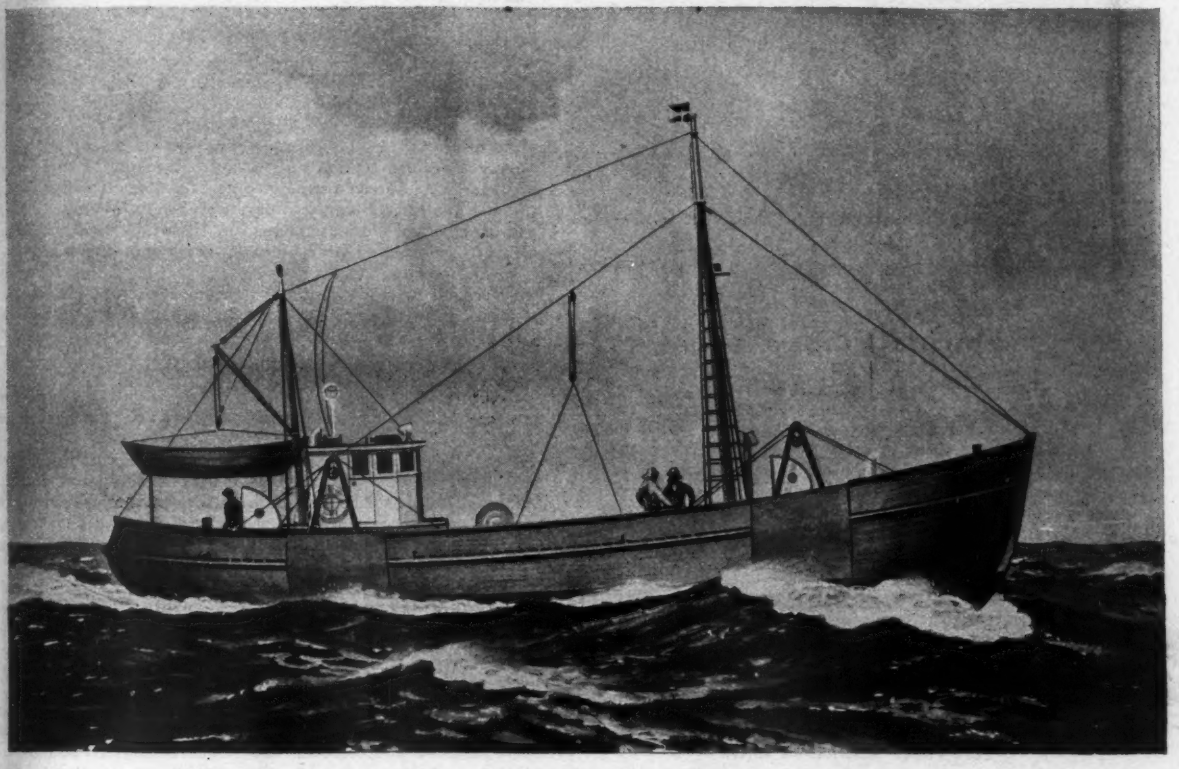
Last month OPA announced ceiling prices for other Great Lakes fish would not be established at this time.

Donovan Heads Chicago Market News

WALTER W. DONOVAN, who has been Assistant Chief of the New York Office of the Market News Service, has taken charge of the Chicago Market News Office. Mr. Donovan, whose experience in the fish business dates back to 1928, joined the Fish and Wildlife Service in February, 1941

WHEELER BOATS

Cruisers • Yachts • Fishing Vessels



75' McInnis Designed Offshore Dragger Now Under Construction. Inspection Invited.

WHEELER FISHING VESSELS

You can make money with a Wheeler fishing vessel. Let us figure on your new boat requirements. Our line is complete, including wooden draggers 50', 60', 75', 90' and 100' from McInnis designs—and steel trawlers from 100' to 200' in length from designs by other well-known trawler experts.

MR. YACHTSMAN,

You May Order Your New Wheeler Cruiser or Yacht Now.

Up until this moment we have been concentrating 100% on war vessels and, as yet, our new models are only in the very preliminary stage. However, the day, we hope is not in the too far distant future when our facilities will be available for peace time construction. We are now prepared to accept orders and discuss details and features with those yachtsmen who are ready to place their business, and peace time construction will be built on the basis of orders in rotation as received. The engineering details thereof can be started practically at once. Let us hear from you about your new boat NOW, and, in the meantime, we will send you the WHEELER INTERIM REPORT as soon as it is off the press.

DEALERS

We are interested in hearing from those responsible dealers and distributors who are interested in becoming a part of the organization that will distribute the Wheeler Playmate cruisers and yachts of the future. We are ready to discuss preliminary plans at this time.

REPAIRS AND RECONVERSIONS

Our facilities are complete for handling all types of repair and reconversion on commercial vessels, trawlers, or yachts. Our engineering departments are ready to work out the details of these repairs and reconversions with you now. Let us hear from you if you are contemplating any of this type of work.

WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N.Y.
ESplanade 2-5900

The shrimp boat "Mike Salvador", owned by S. Salvador Sons, St. Augustine, Fla., powered with a D-13000 Caterpillar Diesel.

Florida Plans New Sponge Laws

LEADERS of Pinellas county's multi-million dollar sponge industry are looking to the 1945 Florida legislature for remedial legislation through which the supply of sponge can be preserved and the markets can be kept on an even keel under a rigid conservation program.

A series of conferences will be held between now and January, by prominent sponge fishermen, packers, shippers, wholesalers and others in the industry.

In discussing the tentative sponge fishing legislative program recently several of the leading packers of Tarpon Springs pointed to a law regulating the minimum sizes of sponge brought to the docks as one of the vital bills on their list. A majority favor a law that will make the possession of sponge under five inches in diameter a felony, regardless of the origin of the sponge.

Fort Pierce Restrictions Lifted

The lifting of fishing restrictions in the Fort Pierce area, which were made necessary by the program of the U. S. Naval Amphibious Training base, was announced last month by Capt. C. Gulbranson, commanding officer.

The announcement lifts restrictions on fishing in the Indian River from the south entrance to the Coast Guard yacht basin to a point approximately four miles south, opposite Coast Guard tower 37. The area is marked by the black can buoy 235 on the north and by buoy 253 on the south.

The new ruling, effective both for civilian and military personnel, will now permit bank to bank fishing in the Indian River in the affected area, and for the first time in some months will permit fishing east of the inland waterway channel. All other restrictions remain in full force, it was said.

To Have Quick-Freezing Plant

Quick-freezing of fish catches, so that surpluses need not depress the market, will be possible in Key West, Fla., in the near future.

The Tropical Quick Freeze store plant has been notified by the WPB that its application for permission to purchase quick freezing machinery has been approved. The machinery is already on the way, having been released as soon as the WPB permission was given.

Operation of this phase of the Tropical plant will mean that fishermen can freeze their catches when they are heavy, and either package and ship the fish out, or hold it for a better market.

Ft. Myers Dehydration Plant Opened

The new fish dehydration plant at Fort Myers was officially opened October 8. Congressman J. Hardin Peterson, who spoke at the ceremonies, credited Frank S. Reed with the pioneer work in establishing the plant and stated "this is the first step made in South Florida to improve old and wasteful methods of handling fish."

With the new process, 10 lbs. of fresh mullet are condensed into a cube no larger than a ham sandwich. Oil from the fish is saved for its vitamin content and the heads, tails, bones and entrails are reduced to chicken feed and fertilizers.

The plant has a capacity of 100,000 pounds of mullet per day. Fish will be supplied to begin with by Lee County commercial fishermen. If the catch is not sufficient the company plans to put its own crews into the waters of Southwest Florida.

Own Sales Outlets

The Gulf Coast Fishermen's Union has opened four retail stores to dispose of members' surplus catches of grouper and other fish. The markets are located at Englewood, Homosassa, Sarasota and Treasure Island, Florida.

According to M. D. Biggs, secretary-treasurer of the union, members decided to take this action because wholesalers in the St. Petersburg district have not been taking enough fish to keep the men busy more than two days weekly. At Miami, Key West and some other southern points, on the other hand, the fishermen are reported to be kept busy throughout the week.

Besides opening retail outlets, the union is seeking to arrange with certain trucking concerns carrying fish from Florida ports to cities to the north and west to handle union surplus output direct from the dockside.

Fishing Major Industry

Commercial fishing in the Palatka, Welaka and Georgetown area amounts to a gross annual business of $755,000, according to W. D. Gale of the Palatka Fish Co.

Mr. Gale pointed out at a Rotary Club meeting that fishermen and crabbers were paid a total of $409,500 yearly for their catches, while $107,000 went in wages and salaries to other persons engaged in the fishing industry; and that yearly expenditures for supplies amounted to $103,000, and $32,000 went for repair work to fishing gear.

There are 432 commercial fishermen in the area, Mr. Gale stated, while 157 other persons are employed in the fisheries. He said that commercial fishing, with an investment of $100,000 in boats, gear and plants, is a major industry of the area.

Good Catches

Danny Martin led the Pass-a-Grille commercial fishermen recently with a 1,800 pound two-day catch. Sutty Roberts got 800 pounds in another haul and Aage caught 700 pounds.

Horace Roberts, another Pass-a-Grille veteran, has been averaging from 125 to 150 pounds of trout a day for three weeks hook and line fishing near Pass-a-Grille. Dick Roberts, Johns Pass, caught more than 90 pounds of mackerel trolling in the Gulf recently.

Tarpon Leaps Into Boat

Leroy Baker, a commercial fisherman, was sore and bruised at Stuart after having been knocked around in his boat by a 150-pound tarpon. The big silver king leaped into the air and landed in the stern of his craft.

Clam Bayou, a sheltered lagoon off Boca Ciega Bay on the southwestern edge of St. Petersburg, Florida, showing hundreds of gill nets, owned by numerous individual "free lance" fishermen, spread to dry on long 2 x 4 racks.

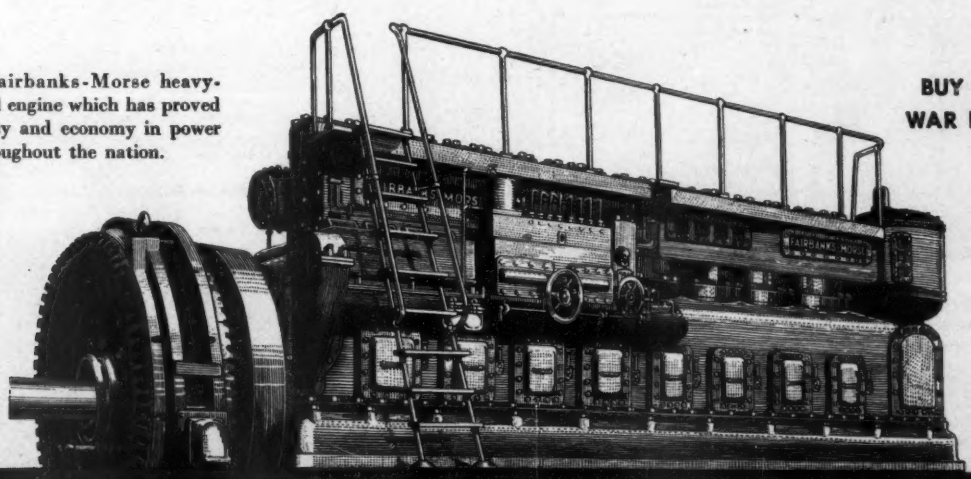
A name worth remembering!

F M

FAIRBANKS-MORSE

After the war, the name Fairbanks-Morse will continue to mark performance-proved products only, as it has for 114 years. No race to get civilian products onto the market early will tempt us to break this pledge.

Below—Fairbanks-Morse heavy-duty Diesel engine which has proved its efficiency and economy in power plants throughout the nation.



BUY MORE WAR BONDS

DIESEL LOCOMOTIVES • DIESEL ENGINES • GENERATORS • MOTORS • SCALES • PUMPS • STOKERS • RAILROAD AND FARM EQUIPMENT

FAIRBANKS, MORSE & CO., CHICAGO 5, ILLINOIS

Outboard Propelling Unit For Fishing Boats

By Richard M. Mason

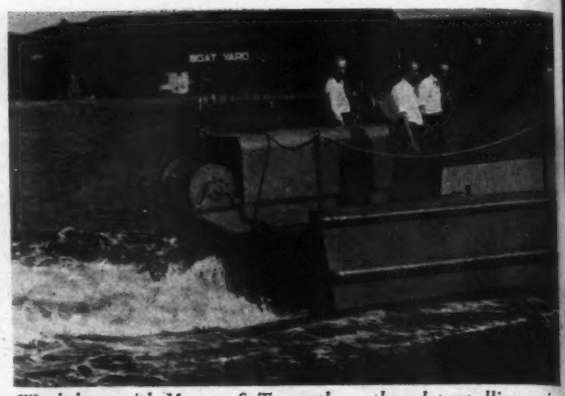
HOW many times have you coastal, river and lake fishermen returned home with every inch of the hold jammed with your catch, and vowed in an undertone about getting a bigger boat? Many times, we'll wager. When the fishing or dragging is good, no boat is big enough to hold all you want to bring to market.

First of all, let's look at the ideal commercial fishing boat, barge, dragger, trawler, or what have you. It would be perfect, wouldn't it, if you were able to fill the entire hold with your catch from bow to stern without losing a great percentage of space to the inboard engine? "Impossible!" you snort? We don't blame you. Three years ago we would have reacted the same way, but now we know it's not impossible, not even improbable! It's a definite reality, and the reason is the new Murray & Tregurtha Outboard Propelling Unit.

These mammoth, yet portable engines were originally built under government orders for one specific purpose. The higher-ups of our war campaign foresaw that to invade successfully we must have a portable motive power, rugged enough to operate easily under any and all conditions, driving our heavily-laden barges and massive formations of pontoons from ship to shore.

These new type engines, which are revolutionizing the marine commercial world, can be used on any floating hull that has a stern, or is so alterable, allowing the submersion of the driving and steering section into the water. This means that the great majority of boats now used for fishing purposes can easily and quickly be equipped with these engines. Think of what this means in terms of hold capacity, your cash payload! With an outboard you will be able to fill the entire hold, greatly increasing your revenue.

Another very important feature is the 360° Propeller Steering Control. Here for the first time the operator has full 360° power control—essential for accurate and speedy maneuverability. This 360° Propeller Steering Control is achieved by connecting the large steering wheel to the submerged driving section by a shafting and gears. As the steering wheel is turned, it swings the vertical submerged section, turning it completely around if desired, assuring power-steering, the most reliable and responsive an operator can have. Apply this remarkable new development to your own problems of maneuvering around weirs, of dragging or seining, or to those innumerable times when a few feet one way or another mean so much.

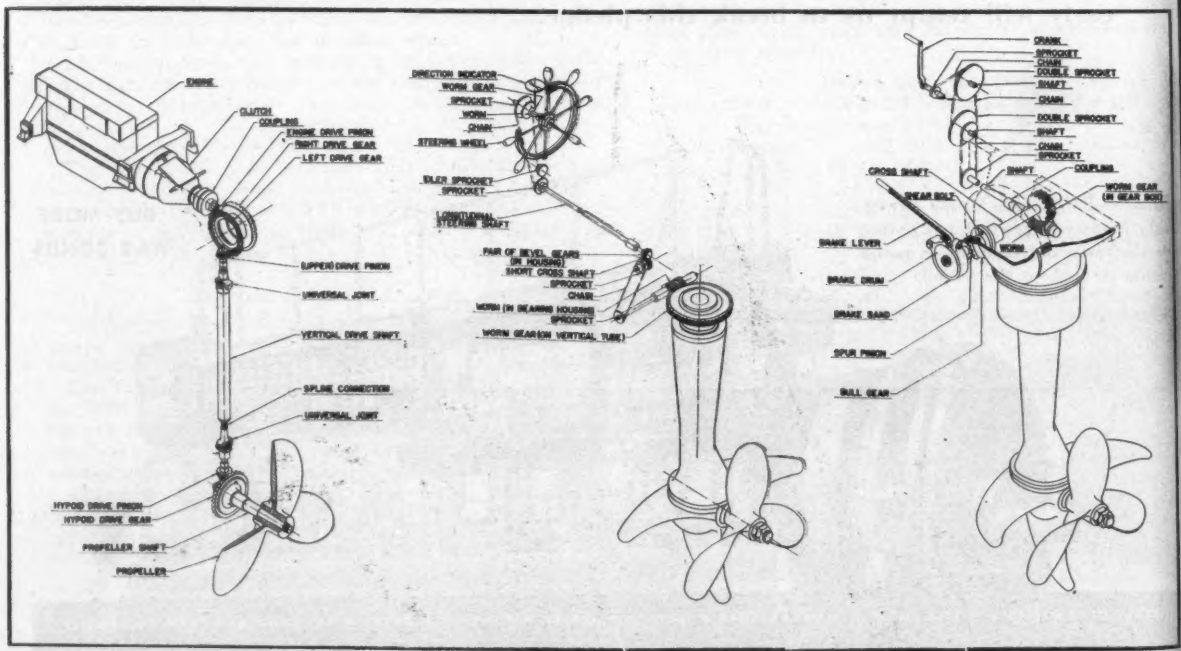


Work boat with Murray & Tregurtha outboard propelling unit.

In fishing you have got to go where they are! Many times, especially with regard to oysters, mussels, crayfish, crabs, scallops and the like, this means shallow or uncertain waters with the result of huge catches that are never caught or dragged in because you couldn't get to them. With an outboard propelling unit you can have driving power and steering control in any waters that will float your boat. This is made possible by the Elevating Mechanism, operated either manually or by power, which angles the entire outboard drive assembly upward and backward to any degree desired, allowing the propeller to drive over the submerged reefs or shallow bottom.

As a further protection to the all-important submerged section, all models are equipped with a shear pin which automatically shears the instant this assembly strikes an underwater object that could cause severe damage. The shearing of the pin allows the section to ride up and backward, *over* the obstacle, and the insertion of a new pin will take but a few minutes, and does not necessitate the stopping of the motor.

By means of the Elevating Mechanism the entire underwater assembly may be raised completely out of water to a position directly overhead, enabling quick accessibility to all parts. A damaged or wrecked hull no longer means the loss of the use of the engine. These giant outboards are portable and can be rapidly transferred to another hull.



Detailed diagrams of Model 0-2 Murray & Tregurtha outboard propelling unit.

PFLUEGER *Fish Hooks*

(PRONOUNCED "FLEW-GER")

80 YEARS EXPERIENCE

Hooks built from Pflueger experience have served commercial fishermen for 80 years. Millions of tons of fish have been brought up from the sea with Pflueger Hooks used in Atlantic, Pacific and Gulf waters. Whenever you use a hook bearing the name "PFLUEGER," you can be sure that its construction is based upon the best knowledge gained from generations of experience. Its features mean the most satisfactory service for you. Ask your supplier for Pflueger Fish Hooks; if he does not have them, write us for the name of someone who can supply you.

THE ENTERPRISE MFG. CO., Akron, Ohio

80 Years Manufacturing Fish Hooks

PFLUEGER *A Great Name in* **TACKLE**

PASSING SHIPS

Men who work on the water will be interested to know what Hallicrafters marine radio telephone equipment can do to help them make their jobs easier, to help them make more money. No matter what the job is—deep water fishing or working with tugs or barges on the inland waterways, Hallicrafters equipment can help you work more safely, more economically. You will want to consider the use of dependable, rugged radio telephone equipment that can keep your working boats in touch with each other and in touch with the home base. After the war Hallicrafters will be able to supply such equipment for every commercial marine use.

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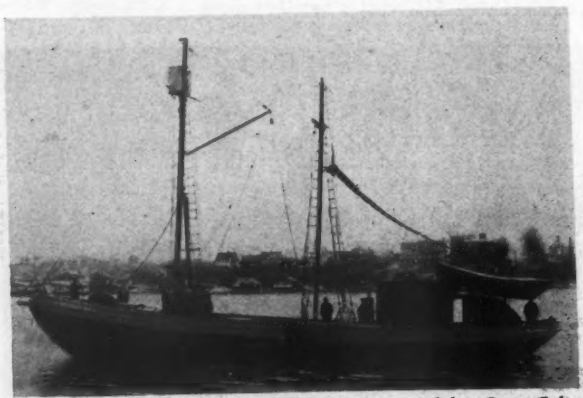
THE HALLICRAFTERS CO., MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHICAGO 16, U. S. A.

New and Reconverted Gloucester Vessels

WOLVERINE-POWERED

The new 60 ft. dragger "ROSEMARIE V.", owned by Capt. Antonio Vasques of Gloucester, Mass., is powered with a 90-100 hp. 4 cylinder, 8 x 10½ Wolverine Diesel.



The 80 ft. "GENERAL MacARTHUR", owned by Capt. John Sinagra of Gloucester. She was recently returned from Government service, and is powered with a 100 hp. Wolverine Diesel.

Wolverine Diesels are built with ruggedness and simplicity that insure long life and ease of operation and maintenance. They're designed to economically deliver the heavy duty power required in successful fishing.

Wolverine Motor Works Inc.
Union Ave. Bridgeport 2, Conn.

Gloucester Landings for September

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (13)	43,000	Lois T. (8)	58,300
Alden (5)	191,000	Lucretia (6)	80,000
Aliburton (10)	31,000	Madeline (3)	66,600
Alicia (2)	22,000	Magellan (1)	100,000
America (2)	100,000	Malolo (3)	280,000
American Eagle (4)	90,000	Margie & Roy (4)	24,800
Andarte (2)	155,000	Marie & Winifred (2)	121,000
Angie & Florence (3)	130,000	Marietta & Mary (2)	193,000
Anna Guarino (2)	32,000	Marsala (2)	107,000
Annie II (3)	33,000	Mary (5)	62,000
Antonina (6)	300,000	Mary & Julia (2)	276,000
Ariel (4)	48,000	Mary Canas (2)	21,000
Atlantic (3)	210,000	Mary Curtis (4)	418,000
Austin W. (2)	173,000	Mary M. (2)	115,000
Avocet (3)	28,500	Mary R. Mullins (1)	90,000
Baby Rose (1)	53,000	Mary W. (3)	145,000
Balilla (2)	85,000	Mayflower (9)	46,000
Barbara C. (4)	32,200	Mayflower (Boston)	9,000
Beatrice & Rose (4)	104,000	M. C. Ballard (1)	160,000
Bethulia (5)	168,000	Monhegan (4)	62,000
Bonaventure (1)	105,000	Moonlight (3)	213,000
Calista D. Morrill (3)	22,000	Nancy B. (2)	57,000
Capt. Drum (5)	186,500	Nancy F. (3)	198,000
Carlo & Vince (5)	230,000	Naomi Bruce (27)	85,000
Caroline & Mary (2)	340,000	Naomi Bruce II (26)	79,200
Casco (3)	100,000	Naomi Bruce III (1)	18,000
Catherine (15)	86,000	Natale III (3)	140,000
Cayadetta (2)	35,500	Natalie B. (1)	30,000
Cecil W. (2)	140,000	Newcastle (1)	55,000
Chebeague (3)	52,000	Njorth (3)	39,500
Cherokee (1)	83,000	No More (14)	50,200
Columbia (1)	175,000	North Sea (3)	240,000
Columbo (1)	120,000	North Star (5)	212,000
Corinthian (3)	428,500	Nyoda (2)	85,000
Donald & Johnnie (2)	43,000	Ocean Wave (1)	125,000
Doris F. Amero (1)	95,000	Old Glory (2)	175,000
Edna Fae (27)	92,800	Olivia Brown (3)	209,000
Elizabeth A. (2)	49,000	Olympia (3)	103,000
Eliza Riggs (3)	47,000	Olympia LaRosa (3)	83,000
Emily Brown (2)	340,000	Pauline M. Boland (1)	57,500
Emily C. (2)	20,000	Phillip & Grace (2)	300,000
Enterprise (16)	73,800	Pollyanna (2)	243,000
Escort (4)	71,000	Portugal (2)	175,000
Ethel (1)	10,000	Poseidon (3)	54,000
Ethel S. Huff (3)	38,000	Puritan (2)	315,000
Evalina M. Goulart (2)	125,000	Rainbow (2)	205,000
Eva M. Martin (5)	42,000	Richard J. (9)	48,200
Evelyn G. Sears (2)	122,000	Richard J. II (8)	28,000
Evzone (3)	230,500	Robert & Edwin (2)	10,000
Falcon (8)	132,000	Roma II (7)	90,000
Frank F. Grinnell (4)	195,000	Rose & Lucy (4)	183,000
Frankie & Rose (6)	270,000	Rosemarie (6)	190,000
Gaetano S. (2)	230,000	Rosemarie V. (3)	44,600
Gertrude DeCosta (4)	157,000	Rosie & Gracie (5)	250,000
Gertrude E. (8)	34,200	Rosie C. (2)	25,500
Gloucester (3)	112,000	Ruth & Margaret (2)	165,000
G. N. Soffron (2)	183,000	St. Ann (2)	95,000
Golden Eagle (3)	321,000	St. Anthony (3)	265,000
Gov. Al Smith (1)	110,000	St. Joseph (3)	170,000
Grace F. (2)	150,000	St. Peter (2)	150,000
Helen M. (1)	100,000	St. Providenza (7)	89,000
Ida & Joseph II (3)	63,000	St. Teresa (4)	138,000
Irma Pauline (2)	115,000	Salvatore (3)	308,000
Irma Virginia (4)	66,000	Santa Maria (2)	90,000
Jackie B. (2)	37,000	Santina D. (1)	40,000
Jackie B. (Maine) (1)	23,500	Santo Padre (2)	27,000
Jackson & Arthur (5)	67,000	Sarah M. (1)	27,000
J. B. Jr. (3)	43,500	Sea Hawk (2)	200,000
Jennie & Julia (3)	85,000	Sebastiana & Figli (1)	18,000
Jennie & Lucia (2)	202,000	Sebastiana C. (3)	145,000
Joe D'Ambrosio (2)	19,000	Serafina N. (5)	230,000
Joffre (2)	230,000	Serafina II (5)	215,000
Joseph & Lucia (2)	323,000	South Sea (2)	163,000
Josephine & Margaret (3)	185,000	Theresa M. Boudreau (3)	588,000
Josephine P. II (3)	233,000	Three Sisters (7)	237,000
Killarney (2)	240,000	Trimembral (6)	71,300
Lady of Good Voyage (2)	213,000	Two Pals (2)	30,000
Leonarda (1)	3,000	Uncle Guy (2)	177,000
Leonora C. (2)	96,100	Vince (3)	3,200
Linta (2)	100,000	Voyager (2)	111,500
Little Joe (6)	103,800	Wind (3)	408,000

Swordfish Landings (Landings in Number of Fish)

Emma Marie (1)	95	Jorgina Silveira (1)	150

North Carolina Processing Seaweed

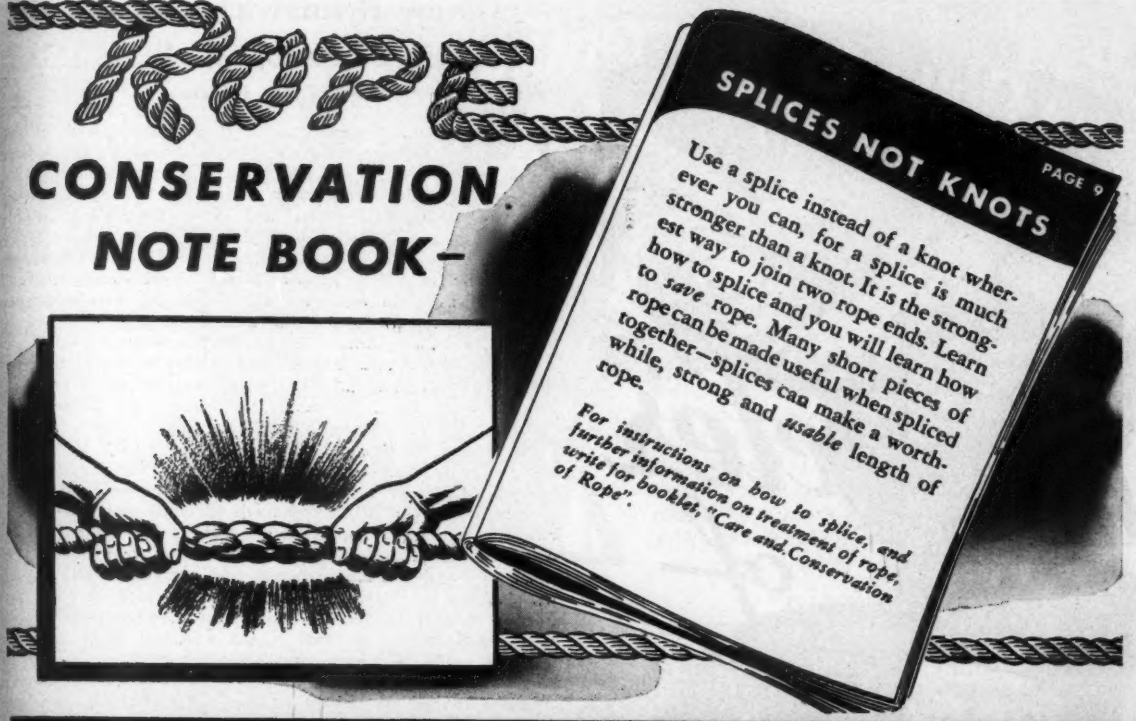
(Continued from page 19)

the WPB. It was found that the "vegetable" grows profusely in the sounds and bays of Central Carolina, and that they are easily harvested. Fishermen and their families fork up the weed into small boats, mostly in late Summer and Fall, and sell it to Van Sants, the local processing plant, where it is washed, dried, cooked, frozen, and reduced to commercial agar for one or more of the many uses mentioned above.

A weed gatherer can collect as much as a ton in a day, and commercial fishing boats sometimes come in with more seaweed than fish. The weed grows rankly, sometimes four feet tall.

Experiments by Dr. Harold J. Humm, of the Duke Marine Laboratories, indicate possibilities for cultivation of the weed. Sprays of seaweed tied to bricks and sunk to the bottom of the sounds multiplied ten times in volume within two weeks.

ROPE CONSERVATION NOTE BOOK—


SPLICES NOT KNOTS
PAGE 9
Use a splice instead of a knot wherever you can, for a splice is much stronger than a knot. It is the strongest way to join two rope ends. Learn how to splice and you will learn how to save rope. Many short pieces of rope can be made useful when spliced together—splices can make a worthwhile, strong and usable length of rope.
For instructions on how to splice, and further information on treatment of rope, write for booklet, "Care and Conservation of Rope".

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Specialized Gill Nets
Quality Made to Haul
Good Lifts—Safely
Also Nets for Seines, Pounds, Traps

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East Hampton, Conn.

New 50 Ft. "Dorothy and Edith"

A Trim and Rugged Dragger

Something different! Deep draft and fine lines for easy motion. High grade specifications. 14 knots with only 120 h.p. Gasoline engine.

Our yard is fully equipped to build and repair fishing boats. Extensive experience in both Government and yacht work assures you of expert workmanship.

MOUNT DESERT BOAT YARD, INC.
MT. DESERT, MAINE

PRECISION PRODUCTION

Precision to the nth degree is necessary to produce the intricate instruments which make possible super-accurate aerial navigation. Precision equally accurate is developed by MICHIGAN'S patented helical planer in producing the super-accurate MICHIGAN MACHINED-PITCH propellers.

The perfection of pitch, spacing and balance of MICHIGAN propellers assures smooth-as-silk performance, elimination of bothersome, destructive vibration. MICHALLOY, the special metal from which they are made gives them greater toughness, greater corrosion resistance and longer life. And the efficiency of their designs is just what might be expected from a firm that has specialized in the design and manufacture of propellers exclusively for more than 40 years. No wonder that those who know propellers best say MICHIGAN is "tops"!

Propellers are available at the present time only on priority. Rated orders will be filled promptly.

EXPERT RECONDITIONING

of propellers of all types by the guaranteed accurate MACHINED-PITCH method is available at our strategically located Service Stations. Write for name of nearest one.

MICHIGAN WHEEL COMPANY · Grand Rapids 3, Mich.

New Brunswick Herring Running Well

By C. A. Dixon

IT took a tropical gale instead of the much vaunted "August Darks" to increase the density of the sardine herring schools in southern New Brunswick and Eastern Maine in 1944. Following the hurricane which swept the Atlantic coast the middle of September, the tail-end of which reached into the Bay of Fundy and lashed weir property into ruins at Grand Manan, Campobello and along the "North Shore" of Charlotte County, weirs which escaped damage commenced to catch "gobs" of fish. Consequently, the sardine factories down east obtained all the fish they could handle. Some of the weirs at Deer Island and vicinity have made thousands of dollars for their owners and operators, to add to the big stock made last spring and early summer. The same thing is true of the weirs located along the Perry Shore in Washington County, Me.

Weirs Damaged By Gale

"It is an ill wind that blows nobody any good," seamen say, and so it has been with the big blow in September. Much knitted twine was torn to shreds and destroyed and so the makers of web will find a good sale for their product in addition to the normal requirements of the fishermen engaged in the herring fishing industry. Everyone has the money with which to replace losses sustained and everybody will do just that. As for the wooden structural material used in weirs, that is another story. At Grand Manan and elsewhere weirmen are simply out of business, that is, the weirmen whose property was devastated by the storm. They will not be able to get weir-building material for the reconstruction of their weirs until next winter. A number of weirs, however, escaped serious damage and these have been repaired and are taking fish once again.

Weirmen Making Good Catches

It has been reported that some weirs in the West Isles region of Charlotte County have provided their owners with a gross income of from $25,000 to $30,000, but this report has not been verified officially. It is, however, regarded as substantially correct as one weir reported a total catch of more than 1,500 hogsheads of fish before September arrived, and, of course, this same weir has caught some fish since. The sardine season of 1944 has been another "repeat" season, following four similar periods of an annual designation. For many years fishermen and boatmen claimed that three-in-a-row spelled finish for a time of the steady annual fishing termed as "good doings." This prediction now has been shattered for five-in-a-row has become not out of the range of possibility and the cycle may well be extended if Mother Nature deems it expedient to do so.

Gill Netting Season Nearly Over

The gill-netting season at Grand Manan practically has come to a close. Nearly all the netters had their gear safely ashore when the fall winds commenced to rant, but a few disregarded storm warnings and lost most of their nets, warps and other equipment. Some of the netters have had a very good season but fishing in 1944 has not been up to that of the last two summers, it is said. One week all records were smashed in regard to landings, however, and more men and boats were engaged in netting than ever before. Larger gangs of nets were operated. The Grand Manan fishermen sell almost all their fish to dealers in Lubec and Eastport, Me., despite the fact that just across the channel from Grand Manan at the Carrying Place below West Quoddy, a new weir operated by the Holmes Packing Co. of Eastport caught no less than 1480 hogsheads of herring during a three-week period—a gross income of $24,000.00 at current prices for sardines.

Small Pack of Smoked Bloaters

A report from Grand Manan states that a much smaller pack of smoked bloaters is being put up for the West Indies market in 1944 as compared to other seasons. Dealers have not expected the market for such fish to be as good as usual, owing to lack of shipping facilities and a reported depression among the people of the islands of the Caribbean where bloaters are usually sold. The Grand Manan Marketing Board set a price of $1.75 per 18-lb. box to the producer. J. Lorne Cook of Seal Cove shipped several thousand boxes of bloaters made from herring procured at St. Mary's Bay, N. S.

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DANFORTH ANCHORS used on every type of invasion craft from "Ducks" to LSTs.

Dependable Danforth performance saves precious minutes under enemy fire . . . contributes to the success of amphibious operations. • To land amphibious trucks on soft ground a Danforth is carried ashore, dropped on beach. The winch hauls in the cable, pulls Duck ashore. Also used as a land anchor to haul Ducks out of ditches and up steep grades. • LSTs drop a 3000 lb. Danforth astern before beaching to prevent broaching to. When landing is completed the Danforth hauls these heavy vessels clear. • No other anchor gets such tough assignments...no other anchor has the holding ability of a Danforth.

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DANFORTH

• *BUY WAR BONDS*

NEW SHIPMATE CATALOG

Most complete ever issued; lists and illustrates every Shipmate model; tables explain how to select ranges by type of fuel desired, by number of persons to be served. Complete section on installation, operation and maintenance. Write for copy.

STAMFORD FOUNDRY COMPANY
Established 1830
15 Canal Street, Stamford, Conn.

The 61 Ft. "Mildred & Myra" Is A Product of Essex Experienced Builders

New Construction up to 100 ft.
Conversions - Maintenance

Three Railways Hauling Up to 150 tons
1400 ft. of Dock Space
Large Machine Shop Facilities

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IN WARTIME, TOO! "U.S." IS BETTER

The Fishing Industry keeps on the job in wartime with the best possible protective rubber footwear and clothing—with the "U. S." label. For long service, "U.S." Rubber is compounded to withstand tough wear, resist abrasion and cracking. Seams are vulcanized—100% waterproof.

Makers of "U.S." ROYAL FOOTWEAR and "U.S." AMMOCURE RAYNSTERS (RAIN CLOTHING)

UNITED STATES RUBBER COMPANY

1230 Sixth Avenue • Rockefeller Center • New York 20, N. Y.

Effects of Feeding Oysters

(Continued from page 18)

shell movement of the oysters. Apparently, in this case, the action is chemical. Perhaps *Chlorella* cells, while in suspension, produce certain inhibiting substances which adversely affect the oysters.

It is of interest to mention that recent plankton studies in Long Island Sound showed that plankton was least abundant during October, November and the early part of December. In other words, during the period when the fattening of oysters takes place in nature. This fact appears to be of considerable significance, perhaps indicating nature's provision to create most favorable conditions for the oysters during their fattening season.

In general, the results of our studies could be summarized as follows: in heavy concentrations of microorganisms the shell movements of the oysters become abnormal showing repeated attempts to expel the mass of food cells accumulating in the gill cavity. The shells may remain open for very long periods although no water is pumped by the animals.

Medium concentrations cause a decrease in the quantity of water pumped by the oysters. Pumping entirely stops in very heavy concentrations. There appears to be a correlation between the number of microorganisms in sea water and the rate of pumping.

In heavy concentrations little or no food is ingested by the oysters and the crystalline style is usually absent. The animals are preoccupied with the formation of large quantities of pseudo-faeces in an attempt to cleanse their gills of the excessive accumulation of microorganisms.

There are more or less definite concentrations of food forms above which the number of microorganisms begins to interfere with the feeding of oysters. The animals kept in water too rich in plankton fail to fatten, whereas by subjecting them to the optimum concentration, which was usually light, a very noticeable improvement of their condition is achieved.

The results of these experiments place an entirely different aspect on the problems of the feeding and fattening of oysters. It appears that in selecting the grounds for the fattening of these mollusks we probably should avoid the areas where the water contains a large number of plankton forms. We may also need to reconsider our previous conception that the addition of fertilizing substances to sea water to increase plankton production is a measure that will eventually result in the fattening of oysters. It is even possible that in order to grow fat oysters we may need to devise methods for decreasing the quantities of plankton over the oyster beds.

GM Diesels Power Landing Craft

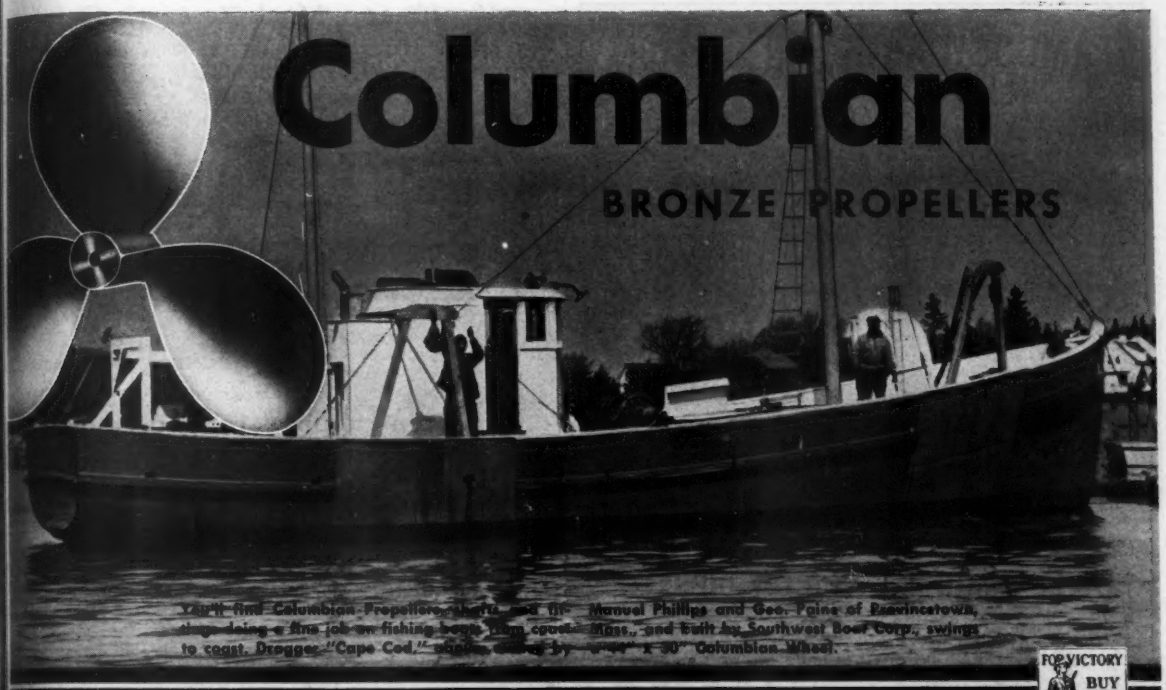
TO date one unit of the General Motors Corporation, the Detroit Diesel Engine Division, alone has turned out more than 100,000 6-cylinder engines, most of which have been installed in the armed forces' landing craft.

Diesel horsepower in use by the Navy has been steadily increasing and the building program for 1944 calls for engines equal to the total of those powering craft in operation in July 1943. In October of 1943, Diesel power passed the total steam power in use by the Navy. Use of Diesel covers all types of Naval craft and in the case of General Motors-built power plants, it ranges from the smallest landing craft to the large ocean-going LST in which the Electro-Motive Division supplies the engines.

One of the outstanding contributions to marine warfare has been the development of the 900 HP Quad, four Series 71 coupled together in such a manner that the disabling of any one unit will not affect the power production of the other three. This engine, which is being turned out in quantity by the Detroit Diesel Engine Division, is used in the LCI.

In the LCI two Quads with a capacity output of 1800 HP are used to propel the 157 ft. landing craft for infantry, the 105 ft. LCT, used for landing tanks, has three Series 71 engines, the LCM, two of the engines, and the LCVP, a 36 ft. craft used for landing vehicles and personnel, has one unit. In addition on the ocean-going LST, they supply auxiliary power.

Completing the list of landing craft powered by GM is the most recent addition to the amphibious fleet, the LSM, the power for which is being produced by the Cleveland Diesel Engine Division.



Columbian Propellers, theirs and the Manuel Phillips and Geo. Paine of Provincetown, Mass., and built by Southwest Boat Corp., swings to coast. Dragger "Cape Cod," [illegible] by [illegible] x 30" Columbian Wheel.

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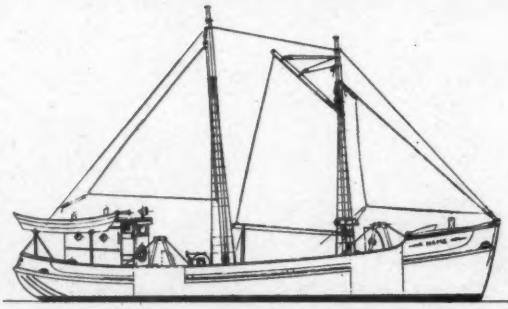

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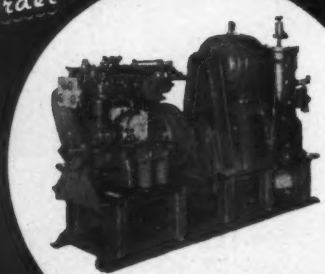

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10-RC-4

Kauffmann, Mack Research Chief

APPOINTMENT of William M. Kauffmann as assistant to the chief engineer, in charge of Diesel engine development for Mack Trucks, Inc., has been announced by L. C. Josephs, vice president and chief engineer of Mack. In his new capacity, Mr. Kauffmann will supervise the firm's greatly enlarged facilities for Diesel research and development. A graduate of the Illinois Institute of Technology, Mr. Kauffmann has had 20 years' experience in Diesel development.

Boston Landings for September

(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	65,000	Lark (Line Trawler) (3)	187,000
Adventure (3)	315,000	Lark (Otter Trawler) (3)	569,500
Alden (2)	68,000	Leonarda (4)	70,100
America (4)	200,000	Lillian & Anna S. (1)	17,200
American Eagle (2)	47,000	Maine (3)	444,100
Angie & Florence (1)	42,000	Maristella (1)	112,800
Annie (2)	20,600	Marjorie Parker (2)	93,500
Annie & Josie (5)	62,400	Mary & Jennie (5)	41,000
Beatrice & Rose (2)	80,000	Naomi Bruce III (3)	115,000
Belmont (2)	499,000	Natale III (3)	124,000
Bethulia (1)	50,000	Neptune (3)	349,000
Bettina (3)	242,600	Newton (4)	670,500
Billow (2)	253,000	North Star (1)	45,000
Boston (1)	20,000	Plymouth (4)	468,600
Breaker (2)	383,000	Poseidon (2)	31,000
Breeze (3)	522,000	Ripple (2)	159,000
Brookline (3)	412,000	Robert & Edwin (2)	26,300
Cambridge (3)	452,600	Roma (4)	76,100
Capt. Drum (2)	100,000	Rose & Lucy (3)	150,000
Carlo & Vince (2)	88,000	Rosemarie (2)	100,000
Casco (1)	45,000	Rosie (3)	22,000
Comber (3)	439,000	St. Ann (3)	110,000
Cormorant (2)	456,000	St. Teresa (3)	118,000
Dorchester (1)	136,500	Salvator (3)	29,000
Eva II (1)	1,500	Santa Maria (4)	196,000
Fabia (1)	142,000	Sarah M. (2)	22,000
Famiglia (4)	113,000	Sea (3)	519,000
Fannie F. Hickey (4)	78,300	Serafina N. (1)	30,000
Felicia (2)	186,400	Serafina II (2)	73,000
Flow (3)	519,000	Shamrock (2)	98,500
Frank F. Grinnell (2)	80,000	Squantum (2)	106,800
Gertrude DeCosta (2)	76,000	Theresa R. (2)	183,900
Gertrude Parker (1)	70,000	Thomas D. (2)	231,000
Gossoon (3)	224,300	Thomas Whalen (3)	274,300
Jackie B. (1)	40,000	Vandal (2)	167,000
J. B. Jr. (1)	13,700	Weymouth (3)	286,200
J. B. Jr. II (3)	41,400	Wm. J. O'Brien (4)	647,400
Joe D'Ambrosio (1)	8,000	Winthrop (3)	435,500
Josie M. (5)	102,000		

Swordfish Landings (Landings in Number of Fish)

Cambridge (1)	1	Marjorie Parker (2)	79

New Amercoat Catalog

JUST off the press is a new catalog on Amercoat Plastic Coatings, prepared by the manufacturer, American Pipe and Construction Co. of Los Angeles. The attractive 16 fact-filled pages illustrate and describe the many proven uses of Amercoat in a wide range of industries, including a comprehensive list of organic and inorganic materials, foods and beverages and actual equipment and structures that are now being protected against corrosion or contamination. Copies may be secured by writing Amercoat Division, American Pipe and Construction Co., P.O. Box 3428, Terminal Annex, Los Angeles 54, California.

Briddell Anchor-Grapnel

THE Briddell commercial grapnel for small boats, made by Chas. D. Briddell, Inc., Crisfield, Md., seems to have as many distinctive features as the grapnel has prongs. Two that are especially worthy of mention are that the grapnel has more holding power than an anchor of equal weight, and it can be so rigged as to be easily recovered if the prongs get snagged.

"Oswald The Oyster"

IN the September issue of *Culinary Review*, the Chefs' National Magazine, a prominent page is given to the Fishery Council's oyster release and the Council's cartoon character. "Oswald" is pictured saying "Hello! Here I am Again." Following the release are recipes on fried oysters, roasted oysters, fancy oysters, panned oysters, oysters in brown sauce, scalloped oysters, pickled oysters, oyster croquettes and oyster soup. These new recipes should go a long way in enabling the Nation's Chefs to present new dishes to a lot of new oyster gourmets.

Broadcast Within 10 Minutes

On September 21 the Fishery Council called Don Goddard at 10 minutes to twelve, and on his 12:00 noon broadcast on WEAF he said: "For shoppers looking forward for fish on Friday, here is some news. Salt water fish is in light to moderate supply in the New York Market this morning. There is a moderate supply of hard crabs, haddock, lobsters and shrimp, but fresh water fish of all varieties are in good supply. Ed Irwin, of the Fishery Council, has just phoned us that the first dragger, the *John G. Murley*, skippered by Capt. Bill Meade, is just back in port here. She is the first big boat back since last Thursday's hurricane, and she brought in 90,000 lbs. of fresh haddock, cod and lemon sole. The fishing was good because the *Murley* made the round trip to the George's Bank, 350 miles from New York, in 5 days, which is 3 days less than the regular run.

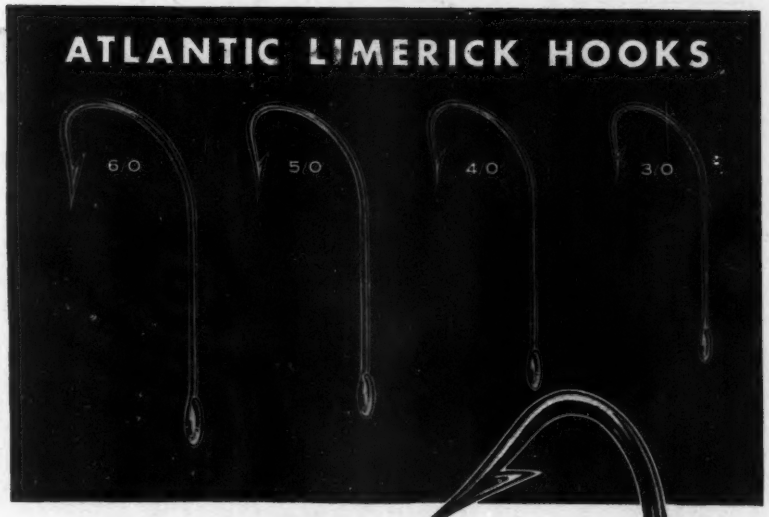
Charting Invasion Waters

THE Coast and Geodetic Survey, branch of the Department of Commerce and a peace-time aid to shipping, is now working closely with the Navy to chart invasion waters.

The fighting was going on not far away when a Survey party made maps and charts in the Aleutians. This happened a few hours after the Army and Navy had landed men in Holtz Bay during the invasion of Attu. Soundings were made and hidden reefs were found in Massacre Bay, and complete maps and charts were handed over to the fighting forces within a week after the party started to work.

Hardy men in sturdy ships weather the terrific Williwaws, prowl around strange reefs, make landings in small boats through pounding surf, and lead a hazardous life in general to get the data for Coast and Geodetic Survey charts and facts. More than excellent seamanship and a stomach for danger is required from the Survey men. They must be scientists as well to map the tides, winds and ocean bottoms.

The entire Alaska and Aleutian coastline is surveyed by a fleet of 5 small vessels. It was this fleet that did the remarkable survey job in the Aleutians. Two of the ships, the *Patton* and the *E. Lester Jones*, are 88 feet long and are powered by twin 150-horsepower Cooper-Bessemer Diesel engines. They are of wood construction, 21-foot molded beam and approximately 8-foot mean draft. Accommodations are for 3 officers and 12 men. Crew's quarters are forward with galley and crew's mess on the main deck. Wardroom is aft with its own toilet and shower compartment.



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THE COMPLETE LINE of DeWitt Hooks offers outstanding proof of the skill of American metallurgists, the production ability of American industry and the excellence of American craftsmanship.

The Atlantic Limerick style shown here is typical of the DeWitt fish hooks being produced for the aquatic foods industry. These are the finest quality hooks it is possible to produce. They are made from scientifically developed alloy steels that assure great strength, sharp points and uniformity.

Each Atlantic Limerick hook is accurately shaped, has large ring and is heavily plated to insure longest wear. There is a complete range of sizes to meet every need.

Write for complete list of sizes and prices.
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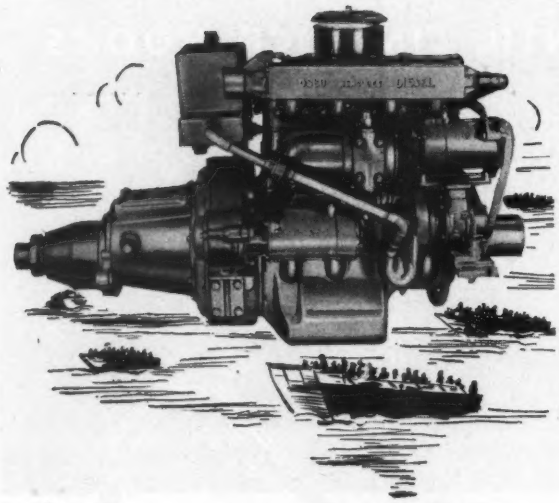

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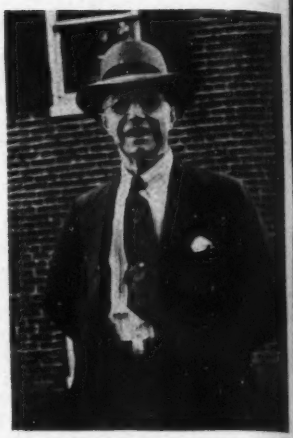


W. T. Ingham, affectionately called "Uncle Billy", in the Chesapeake Area, is 81 years young, and has been with R. J. Ederer Co. 60 years.

New York Fish Supply Cut By Hurricane

ACCORDING to the Fishery Council, there was not even a moderate supply of a single saltwater variety of fresh fish at Fulton Fish Market the week following the hurricane. This was the first time in many months that there has been such a dearth of fish. The Council estimated that the supply of salt water fish had shrunk to one-third of normal since the hurricane. Normally the market receives 750,000 pounds of salt water fish. Shipments received on Sept. 18 totalled only 232,676 pounds, and those of Sept. 21 were even lighter.

Normally the market could rely on the trap fishermen of Long Island and New Jersey to bring in weakfish, butterfish, mackerel and porgies to relieve a scarcity of cod, haddock, pollock and flounders, but the hurricane wiped out many trap fishermen off Long Island and New Jersey. Their 100-foot hickory poles were ripped from the ocean floor by heavy seas and the poles, netting and other gear were carried out to sea. Long Island fishermen who had traps from Point Lookout to Fire Island lost everything but their boats, which service the nets two miles out at sea. The hickory poles, which come from North Carolina, and the nets and gear cannot be replaced, according to the Council; consequently, the trap-fishing season, which normally would continue until mid-December, has been closed by the hurricane.

The hurricane did fully as much damage to the ocean traps off Fire Island beach as the hurricane of 1938. Some bay traps escaped this big blow with minor damage and others were wrecked completely. It is estimated that it will cost $100,000 to replace lost gear.

The Long Island oyster crop, however, is apparently intact, because oyster beds are planted in protected bays and escaped the fury of the hurricane, although the oyster producers did suffer some property and boat damage.

N. C. Fishermen Lose Nets

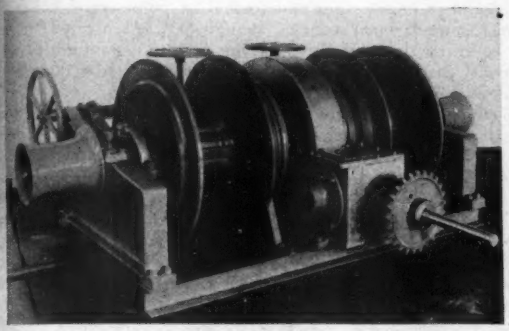
MANY fishermen in the Stumpy Point-Engelhard, N. C. area sustained heavy losses in the storm of September 14 when their nets were swept away. Many boats were damaged also. Fishermen in other communities were more fortunate as they did not get their nets in the water.

At Manns Harbor and Mashoes, preparations have been made for rock and flounder fishing, with boat loads of stakes being set. Fishermen say they expect a good season.

N. A. Motor Marine Boston Office

NORTH American Motor Marine, Inc., 610 Fifth Avenue, New York City, has opened an office in Boston, to serve clients in the New England area. Harold L. Greene has been placed in charge of this office at 89 State Street, Boston 9, Mass.

HATHAWAY WINCHES
Catch 'em Fast
For the High-liners



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New Jersey Oyster Beds Opened

THE 1944 oyster season in the Mullica River and Great Bay section officially opened October 1st with the opening of State oyster beds, under the supervision of the New Jersey State Board of Shell Fisheries. Market oysters having an estimated $30,000 to $40,000 value are expected to be taken during the 69-day period the beds remain open.

In addition to the oysters which will be shipped to market, many thousands of bushels of seed oysters will be taken from the beds.

The following State oyster beds, staked by the Board, at the mouth of the Mullica River were closed by a recent resolution of the Board for a period of 61 days beginning at sunrise on October 1, 1944 and ending at sunset on November 30, 1944: the Reef, excepting the southern portion; Fitny-Bit-Bed; and Turtle Island Bed, excepting the easterly portion.

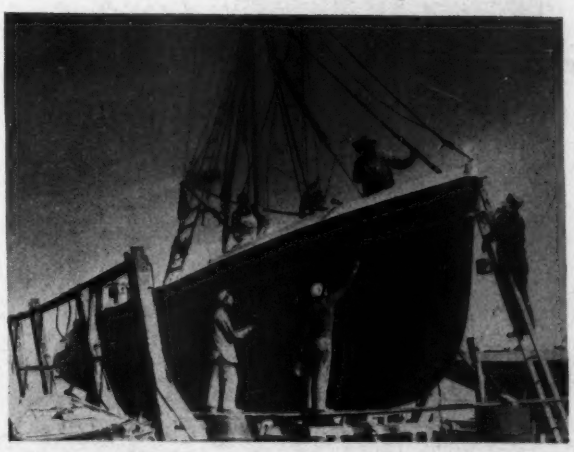
All public beds or grounds in the Mullica River and Great Bay which are not closed specifically by the Board's resolution for the months of October and November of this year were opened on October 1 for a period of two months for the catching of shellfish by licensed baymen. These areas include Turtle Island Thorofare, the easterly part of Turtle Island Bed, the southern part of the Reef, Oyster-Bed-Point Bed, Goose Cove Bed and the intervening soft grounds.

S. C. Shellfisheries Active

THE South Carolina crabbing industry is in full swing, and the fisheries are now hiring hundreds of crabbers, according to J. M. Witsell, chairman of the Board of Fisheries. He added that the shrimp catch of this season will probably exceed that of last year. War-time restrictions and lack of manpower have proved a handicap, but this is the slack season of the year on farms and labor can be obtained.

A new regulation permitting shrimpers to come within 300 yards of a beach has helped the shrimpers, Witsell said. There are 10 shrimp processors and dealers operating in South Carolina. One firm, located at Port Royal, cans crabmeat, while the others sell only fresh meat and soft shelled crabs.

Service for the Fishing Fleet



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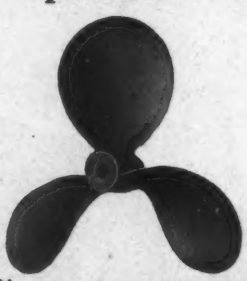

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HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY
HYDE WINDLASS COMPANY, Bath, Maine

Fisheries Educational Program

(Continued from page 17)

The purpose of these suggestions is to provide the oncoming generation with a better understanding of sound fishery conservation and economics.

Training for the Industry

There is need for a program of specialized education for persons engaged in or looking forward to employment or re-employment in the various branches of commercial fisheries.

Such foundational courses should be concentrated at least in the initial stages of the program in those communities where fisheries enterprises are of large relative importance in the economic life of the particular community.

Such programs should include: (a) For high schools: vocational courses such as elementary fisheries conservation, economics, processing and marketing with respect to local species, and how they affect the community. (b) For high school graduates or adults in such areas when such interest therefor has been developed: adult training courses directly related to problems of the industry represented in such areas. Interest groups sufficient to warrant the establishment of such courses may arise through the cooperation of parent-teacher, civics or commercial groups in the particular communities.

Training of Teachers, Technical Personnel

There is need for encouraging broad foundational education as a basis for later specialization, for teaching, or for advanced work in the various fields of fisheries science.

There is need for stimulating students and teachers in normal schools and teachers' colleges to study and incorporate in their teaching practices appropriate fishery biological, technological and economic material in their regular courses.

There is need for stimulating capable students to go into such teaching and postgraduate work in fisheries science and to assure their adequate training. To achieve this there is need for:

(a) Greater appreciation by the public as to the importance of fisheries conservation, management, processing and distribution as a means of obtaining optimum utilization of our fisheries resources.

(b) Provision of financial assistance in the form of scholarships to competent students to enable them to undertake advanced fisheries work.

(c) Development of a program for the co-operation of graduate educational institutions with federal, state and private organizations engaged in fisheries work, so that such graduate students may obtain a co-ordinated academic and practical training through appropriate practical part time work in the field.

Extension Service

There is need for providing a service for marine fishermen analogous to the services now performed for the farmers of the United States under which demonstration agents would be assigned the function of carrying to the fishermen the results of research carried on throughout the years in connection with the marine fisheries. Such a system of extension service might take the form of fisheries extension agents operating over several counties within a given state.

The successful operation of such a system would depend not only upon the development of a sound system of federal aid to the states and a sound co-operative administrative program but also upon the development of an adequate personnel.

Basic Materials

For the achievement of such a program as the Committee has outlined, it is obvious that adequate basic material and suitable textbook material, illustrative material and exhibits must be provided.

The diversity of our fisheries resources and the differences in the distribution of particular species make a single over-all textbook apparently impracticable.

It is therefore suggested that the conservation and educational authorities in each state with the assistance of the U. S. Fish and Wildlife Service may find it desirable to prepare suitable pamphlets, exhibits, and other illustrative material for use in the grade and high schools in each state. This should embrace the species occuring in the waters of such state together with those customarily fished for by the commercial fishermen and landed at the ports in such state. It should include appropriate material with respect to processing, marketing, and distribution as well as biological material and references to stabilization and conservation.

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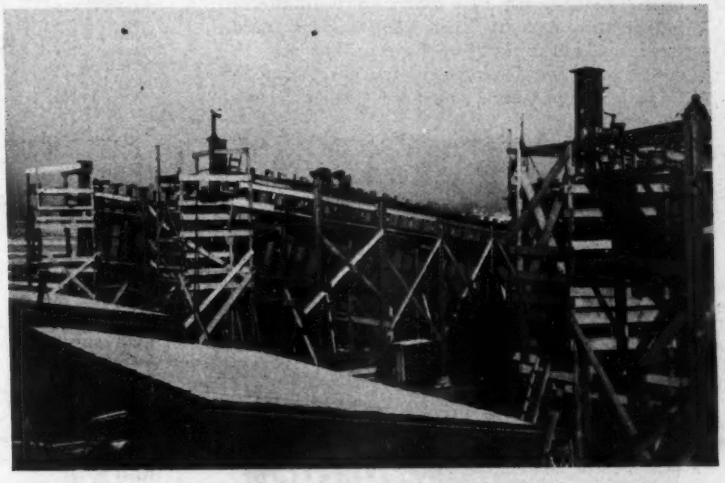

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Trawler repairs in the port of BOSTON

With so many trawlers now on war duty, it is more important than ever before to keep those still in service in good running order. Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing and reconditioning trawlers. Get in touch with one of these yards next time you need trawler repairs.

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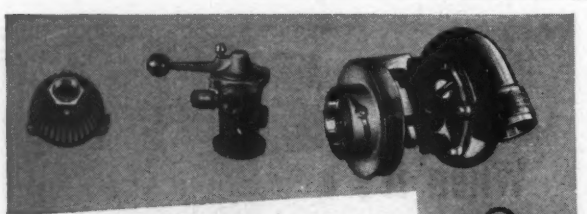

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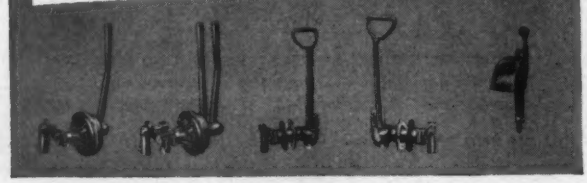


New Bedford Landings for September

(Hailing fares. Figure after name indicates number of trips.)

Abram H. (1)	10,000	Josephine & Mary (1)	59,000
Addie Mae (3)	78,000	Kelbarsam (3)	66,500
Alice J. Hathaway (1)	23,500	Liberty (1)	4,000
Alma Belle (1)	2,500	Little David (1)	4,000
Anastasia E. (2)	23,000	Little Growler (3)	170,000
Angeline (4)	17,200	Madame X (2)	1,800
Anna C. Perry (2)	79,000	Madeline (2)	12,500
Anna M. (2)	52,000	Marie & Katherine (4)	123,500
Ann & Marie (4)	24,000	Martha E. Murley (3)	98,000
Barbara Tee (1)	2,200	Mary J. Landry (2)	41,000
Bernice (2)	8,500	Mary Tapper (3)	122,000
Bethlehem (2)	2,100	Meta & Margaret (2)	31,000
Bozo (2)	7,200	Minnie V. (2)	41,700
Cape Ann (1)	62,000	Mishaum (3)	23,000
Catherine T. (2)	88,200	Morning Star (2)	12,500
Charles E. Beckman (2)	38,000	Nashawena (3)	56,000
Chilton (2)	12,200	Nellie (1)	8,300
Christina J. (2)	90,000	New Bedford (2)	122,500
Clifton (2)	12,400	Newfoundland (1)	41,000
Clinton (5)	140,000	Njorth (2)	38,000
Dolly & David (3)	20,000	Noah A. (2)	10,000
Doris (2)	11,000	Novelty (2)	2,100
Dorothy (1)	3,500	Pearl Harbor (2)	110,000
Ebeneezer (2)	12,000	Pelican (2)	120,000
E-C (3)	11,600	Penguin (3)	82,000
Eclipse (2)	12,000	Priscilla (1)	700
Edith (2)	13,400	Quest (2)	13,300
Elenore K. (2)	8,400	R. E. Ashley (1)	58,000
Elva (2)	20,000	Richard & Arnold (3)	35,000
Elva & Estelle (2)	74,500	Rita (1)	60,000
Endeavor (3)	9,600	Ronald & Dorothy (2)	10,000
E. S. Dickerson (2)	15,000	Rosalie F. (3)	93,000
Etta K. (2)	53,000	Rose Jarvis (3)	20,500
Flavia (1)	9,000	St. Anthony (1)	6,300
Fred Henry (1)	12,000	St. George (1)	6,000
Gay Head (1)	10,000	Sankaty Head (3)	45,000
Grayling (3)	11,600	Sea Hawk (1)	19,000
Growler (2)	121,500	Sea Ranger (3)	175,000
Hazel Jackson (2)	51,900	Sevenovus (1)	12,000
Hazel S. (2)	29,000	Shipmate (1)	5,000
Heedja (1)	4,000	Skilligolee (2)	102,000
Hiram II (2)	3,000	Stanley B. Butler (3)	234,900
Hope (3)	42,500	Trio (2)	17,000
Huntington Sanford (1)	35,000	Two Brothers (2)	34,000
Intrepid III (1)	1,300	Viking (3)	154,000
Ivanhoe (3)	120,000	Whaler (2)	78,000
J. Henry Smith (2)	12,500	William Chesebro (1)	15,000
Joan & Ursula (3)	127,500	Winifred M. (2)	10,000
John Murley (1)	51,000		

Scallop Draggers (Landings in Gallons)

Acushnet (1)	750	Louis Thebaud (2)	1,100
Agda (1)	700	Malvina B. (1)	60
Alpar (2)	2,050	Mary D'Eon (2)	2,050
A. P. Andrew (1)	1,200	Muriel & Russell (1)	200
Bobby & Harvey (2)	2,800	New Dawn (1)	700
Carol & Estelle (1)	1,300	Olive Williams (1)	250
Catherine & Mary (2)	2,800	Palestine (1)	600
Dagny (1)	900	Shannon (2)	1,800
Emily H. (2)	2,750	Sunapee (2)	2,500
Four Sisters (2)	1,400	The Friars (2)	1,800
Friendship (2)	2,950	Viking (1)	1,200
Irene & Mabel (1)	500	Virginia & Joan (1)	1,300
Liboria C. (1)	700		

Swordfish Landings (Landings in Number of Fish)

Bethlehem (1)	4	Liberty (2)	5
Clara T. (2)	8	Priscilla (Chilmark) (1)	1
Hiram II (1)	3	Ronald & Dorothy (1)	2

New Briggs Lube Oil Clarifier

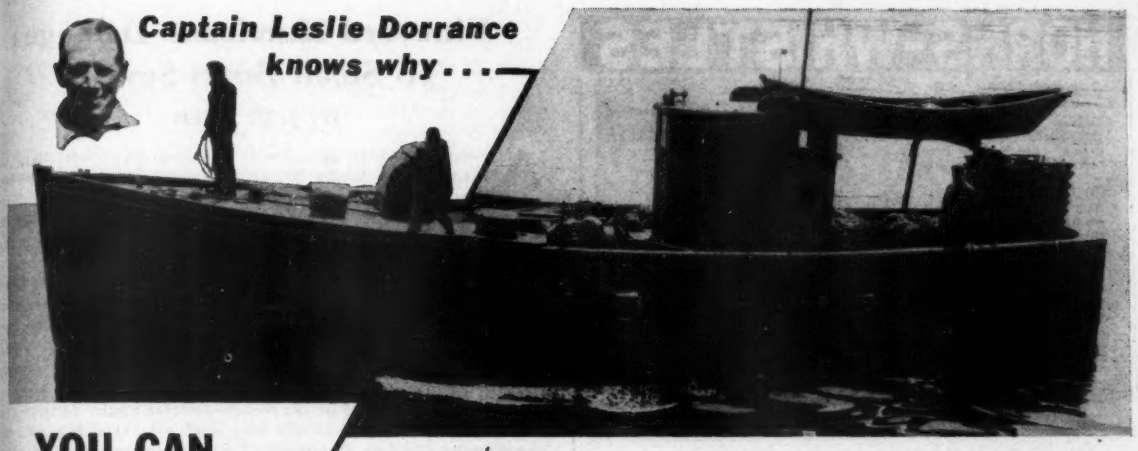
THE extensive Briggs line of oil clarifiers employing the Briggs Patented Fullers Earth Block and Briggs specially-developed All-Cellulose refill cartridges has been further expanded by the introduction of the new DR Series lubricating oil clarifiers.

The standard DR Series Clarifiers have been designed to meet industry's need for an efficient, reliable line of oil filters for by-pass installation. Each unit is equipped with a precision-built relief valve set to maintain the most efficient operating pressure inside the Clarifier and to allow circulation through the Clarifier when the oil is cold. Flow capacities range from 1 to 20 GPM.

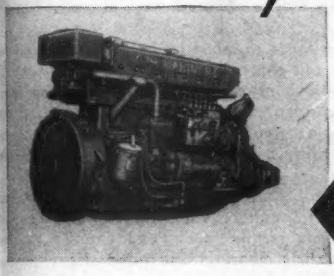
The smaller models in the DR Series are designed for a maximum working pressure of 100 P.S.I. and a hydrostatic test pressure of 150 P.S.I. for use with smaller size internal combustion engines requiring shunt type installations. For larger size engines where by-pass installation is preferred, there are DR models with working pressures of 40 P.S.I. and hydrostatic test pressures of 60 P.S.I.

All standard D-size refill cartridges are interchangeable in the DR Series Clarifiers. The center tube of the refill assembly has been enlarged so that the refill will be properly centered on the pressure plates to assure uniform pressure over the entire end of the refill—positive assurance against by-passing.

Captain Leslie Dorrance knows why . . .



YOU CAN DEPEND ON MACK



Captain Dorrance is the skipper of the 50-foot Gloucester gill netter "Aliburton," owned by Roland Wonson. Day after day, he has seen her husky Mack Mariner Diesel take her out and bring her back . . . and fair weather or foul, he has learned through experience that for all-round *work*, for sturdy dependability at rock bottom operating economy, you can't beat Mack!

Every Mack Mariner is built specially for marine operation, with the needs of men like Captain Dorrance in mind. And the way Mack builds it, to the highest standards in the industry, is a mighty big reason why men like Captain Dorrance swear by Mack!

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The "Aliburton" is powered by a 519-Y, 120 h.p. Mack Mariner Diesel and is equipped with 2:1 reduction gear and a 32 x 20 propeller.

Mack DIESEL MARINE POWER

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New Shipmate Range Catalog

SHIPMATE Catalog No. 44 is the newest catalog of The Stamford Foundry Co., manufacturers of Shipmate marine galley ranges. This catalog, 32 pages in two colors, describes every range in the Shipmate line with complete specifications, measurements, and photographic illustrations. Tabular material includes tables of measurements; tables for selecting ranges according to the number of persons to be served and lists both top and oven capacity; table for selecting ranges by type of fuel used; table of extension range measurements and combinations. Also included is a complete section on installation, operation, and maintenance.

Dolfinite Compounds Catalog

A NEW catalog of Dolfinite products for the boating industry has been issued by Dolphin Paint & Varnish Company. It features their complete line of fuel tank paints, lead putties, marine cements and compounds, oil and heat proof engine enamels, cabin enamels, primers, varnishes, waterproof cement for under canvas and double planking, batten cements and bedding compounds.

Specializing in the development and production of oil base cements, sealers, compounds and paint products since 1885, Dolphin has developed many products in co-operation with the outstanding engineers of the industry.

Requests for the free catalog should be addressed to Dolphin Paint and Varnish Company, 905 Locust St., Toledo 3, Ohio.

Gray Receives Third "E" Star

THE Gray Marine Motor Company of Detroit has received a fourth award of the Army-Navy "E" flag, for production of gasoline and Diesel marine engines as used in Landing Craft and other special purpose boats of the U. S. Army and U. S. Navy. This is a third renewal of the original award which was presented on December 24, 1942.

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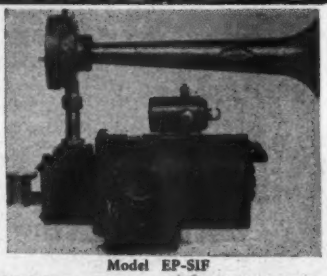

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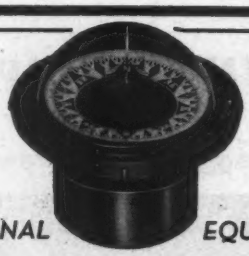

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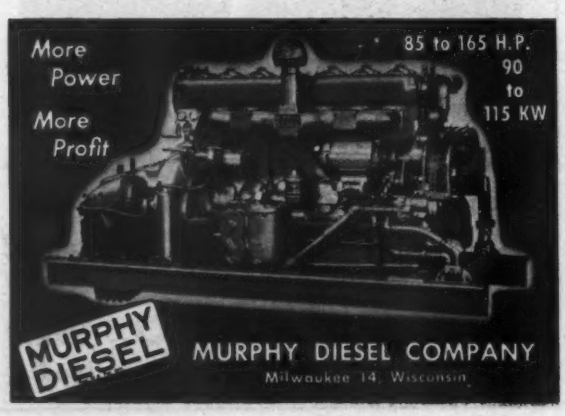


Vineyard Hurricane Damage To Small Boats Severe

By J. C. Allen

AS this report of the month of September is written, the main subject under discussion and consideration in these latitudes, is the recent hurricane. There is devilish little percentage in talking about fisheries when, for cripes sake, the fisheries are half-paralyzed by a storm, and so it is the storm that holds the center of the scene.

To be absolutely honest, the deep-legged vessels of the Vineyard came through in pretty good shape, except for Capt. Jerry Vincent's big ketch, *Priscilla V.* of Edgartown, which was beached and stove-in when a huge yacht crashed into her during the breeze. The floating of this big craft promises to be a major operation.

For the rest, various of the vessels suffered slight damage, but all will be at sea again before long, and some are already. But the damage and loss among small boats was terrific.

Menemsha Creek, the principal location of damage in the hurricane of six years ago, was hit but lightly. The fine new dock that was constructed following that storm, stood up well and provided a substantial mooring for a number of boats and vessels that had run in for shelter. Several were stove-in slightly, but none seriously.

At Vineyard Haven, a large number of boats were stranded, most of them damaged, and the marine railways were virtually wrecked. Cap'n Bill Colby, proprietor, had a gang at work almost as soon as the tide dropped, however, and the shop and yards will be in commission soon. Everything is to be restored the same as before, according to Cap'n Colby, and a good start has already been made.

Oak Bluffs, badly ripped apart by the storm, which crushed houses and wrecked wharves, suffered but slightly in its harbor where a number of small fishing vessels had taken shelter. Small boats foundered at their moorings and other slight damage took place, but in general the harbor was the safest place to be during the storm.

At Edgartown the shellfish fleet was badly smashed up, with dozens of boats badly wrecked and several being completely ruined. Wharves and buildings on and near them were battered to splinters, and washed away, and boats were floated far up into the village to hammer against lamp-posts and stave in the broadside of houses. The boat storage shed of Manuel Swartz Roberts, boat builder, was washed away from its foundation on Chappaquiddick Island, and the boats inside were scattered. His shop, however, on the Edgartown waterfront, suffered little damage, but carried a full sea inside, for some hours.

Trap gear only was used up in this breeze around the Island and not too much of that, as much of the twine was ashore.

Credit for the safety of the sea-going fleet goes to the Navy and Coast Guard, who warned of the storm for two days, and on the morning of the hurricane date, worked with radio and patrol craft to get word to every boat in port or out.

"Marie and Eleanor" Wrecked

The seventy-foot Bridgeport dragger *Marie and Eleanor* piled in on the ocean beach on the South side of the Vineyard, at the height of the storm, which raged from 9:30 to 1:30, at night, landing rods above even a normal storm tide. Her Captain, Axel Neilson, of Fairhaven, and one of the hands, Olaf Haynes, of New Bedford, were both lost. Three others of the crew made their way to safety, though how they managed to do it in the darkness and storm, must always be a mystery. To reach solid upland after they hit the beach they had to cross a large salt pond, which was overflowed by the sea breaking into it, and fearfully rough.

Hand-Lining Good

There ought to be something said about fish and fishing in this report, but there is precious little to say. The luck has continued through the month, much the same as in August.

The draggers have not reported anything sensational in the way of luck for a long time and there is no promise of any change, inshore. The luck continues to lay in bold water, except on the ledges where the hand-liners are still taking a ton of cod to a man, every tide that they can lay there and the only fly in the ointment is the shortage of bait.

Rudder Design and Installation

COLUMBIAN Bronze Corp., who build various shapes and sizes of rudders for special application, as well as a complete line of stock rudders, recently prepared the following information regarding the design and installation of rudders.

The rudder on a boat is the counterpart of wheels on an automobile. The rudder steers the boat by deflecting the flow of water in another direction than that in which the boat is moving. They could be considered a movable portion of the keel.

The leading edge of a rudder is by far the most effective portion of the area, since the water achieves its initial deflection within the first inch or so of passage over the rudder blade. It has been calculated that approximately 50% of the total rudder torque (the amount of "twist force" required) occurs in the forward ⅜ of the rudder area. In achieving balance, that is, freedom from initial torque in a rudder, it is common practice to allow about 20% of the area forward of the rudder stock to balance the 80% after the rudder stock. This will not completely balance the rudder since that is undesirable, but will lend enough freedom from torque to achieve hand steering.

Since the leading edge is so highly effective, there is a tendency, in high speed rudder design, to secure high turning forces by use of a rudder which amounts to practically a long leading edge with very little area behind the rudder post. This development has been called the "dragger" rudder.

In late years there has been a movement to streamline rudder form in the familiar tear drop style. Such rudders have realized 3 per cent to 5 per cent more efficiency than the ordinary plate rudder. Another interesting development along this line is the Oertz rudder. The Oertz rudder is not symmetrical in section but is divided to form two portions similar to an airplane wing. These sections are used to straighten out the spiral motion of the propeller race and thereby achieve an additional amount of efficiency.

In small vessels neither the streamline rudder nor the Oertz rudder have proved particularly successful due to the fact that water cannot follow such a thick section of so little length. Instead the tendency has been toward thin sections with the widest portion of the blade along the trailing edge similar to tugboat practice. This allows for very fine steering and good control.

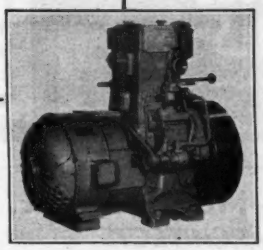
While it is desirable to have as small a rudder as is necessary for good steering, it is not desirable to have the rudder extend only through the upper half of the wheel race, since the propeller race is traveling in a spiral manner, thus tending to turn the rudder. This tendency does not exist in twin screw vessels of opposite rotation if the rudders are linked together, since each torque counteracts the other. In single screw vessels it is often desirable to have the rudder the full length of the propeller, which will prevent the above difficulty.

In very high speed vessels the rudders are often placed outside the propeller race as this seems to give greater steering with less forward resistance when the rudders are in a neutral position.

Nicoll-Talcott Made Murphy Dealer

THERE'S a new sign reading "Murphy Diesel", hanging in front of the modern sales and service building of The Nicoll-Talcott Corporation at 449 Weathersfield Avenue, Hartford 6, Conn., and it means that this organization now represents Murphy Diesel Company throughout the State of Connecticut.

"We are prepared to aid marine engine users" says Mr. Nicoll, "to adapt Murphy Diesels most efficiently to any type of boat. These engines have an excellent record of performance in tugs, fishing vessels, tow boats, power barges and other heavy-duty work boats. They are rugged, compact marine engines, relatively light in weight, and allow maximum space for the pay-load or cargo. They do not require premium priced fuels. They are easy to start, economical to operate, and stand up in the toughest of sea-duty. Our organization is in position to help select the right type and size of engine for any new boat or for conversion to Diesel power. We are equipped to make complete installations and to render full service on Murphy Diesel Engines ranging from 90 to 165 hp., and generators from 60 to 115 KW."



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Fulton Market Wholesale Prices

Species	Sept. 1-9	Sept. 11-16	Sept. 18-23	Sept. 25-30
Albacore	.01-.02	.. ..	.. ..	.04-.04
Bluefish	.10-.35	.12½-.35	.35-.45	.15-.40
Bonito	.07-.09	.08-.10	.. ..	.. ..
Butterfish	.03-.18	.03-.18	.20-.22	.06-.20
Codfish, mkt.	.05-.12	.09-.12½	.10-.13	.10-.12½
Codfish, stk.	.14-.17½	.12½-.17	.14-.16	.14½-.17
Croakers	.05-.10	.10-.14	.15-.20	.15-.20
Dabs	.. ..	.. ..	.08½-.08½	.. ..
Eels	.. ..	.. ..	.14-.18	.10-.10
Flounders	.04-.12½	.05-.12½	.08-.12½	.07-.12½
Fluke	.12-.20	.15-.23	.20-.32	.28-.35
Haddock	.09½-.12½	.09-.12½	.10¾-.13	.10½-.13½
Hake	.06-.11	.07-.12½	.08-.13¼	.07-.13
Halibut	.22-.25	.. ..	.23-.25	.. ..
Herring	.. ..	.. ..	8.00-10.00	4.00-9.00
Mackerel	11.87-17.00	10.00-15.00	15.00-30.00	11.00-18.00
Mullet	.. ..	.12-.16	.. ..	.07-.16
Pollock	.06-.10¾	.06-.12	.07-.12¼	.10-.12½
Pompano	.60-.60	.. ..	.. ..	.15-.75
Scup	.04-.11	.04-.10	.05-.12½	.01-.10
Sea Bass	.06-.20	.08-.22	.18-.35	.18-.35
Sea Trout, g'y	.03-.18	.04-.30	.06-.35	.09-.35
Sea Trout, spt.	.. ..	.. ..	.. ..	.50-1.00
Silversides	.. ..	.. ..	1.00-2.00	1.00-1.50
Smelt	.. ..	.20-.30	.24-.40	.14-.25
Sole, g'y	.13-.14	.12-.14	.12-.14½	.12-.13
Sole, lem.	.12½-.15½	.14-.16½	.14-.15½	.13½-.15½
Spanish Mack'l	.. ..	.. ..	.. ..	.05-.15
Striped Bass	.28-.30	.28-.32	.30-.35	.30-.40
Tautog	.. ..	.. ..	.. ..	.07-.08
Tuna	.12½-.22	.25-.25	.. ..	.. ..
White Perch	.. ..	.. ..	.. ..	.07-.25
Whiting	.03-.06	.02-.06	.01-.08	.02-.05
Yellowtails	.08-.10	.08-.10	.08-.10	.08½-.10
Clams, hard	2.00-10.00	3.00-12.00	3.50-14.00	3.00-10.00
Clams, soft	5.00-6.50	6.00-6.00	6.00-6.00	5.00-6.00
Conchs	1.00-4.50	3.00-5.00	4.00-6.00	4.00-5.50
Crabmeat	.40-1.50	.45-1.50	.70-1.65	.50-1.65
Crabs, hard	1.00-4.00	2.50-4.00	1.50-3.75	1.00-3.50
Crabs, soft	1.25-2.75	1.25-2.50	1.50-2.50	1.50-2.50
Frogs Legs	.. ..	.. ..	1.65-1.65	1.50-1.65
Lobsters	.20-.76	.25-.78	.15-.75	.20-.78
Mussels	1.50-2.50	2.00-2.50	2.00-2.50	1.50-2.50
Shrimp	.20-.38	.24-.38	.15-.38	.19-.38
Squid	.12½-.16	.08-.15	.20-.20	.12-.20

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Where-to-Buy Directory

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ALARM SIGNALS
*Fleck Engineering & Sales Co., Inc., 1505 Eastern St., Baltimore, Md.

ANCHORS
*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS
*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
*Chas. D. Briddell, Inc., Crisfield, Md.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS
*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS
Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS
*Submarine Signal Co., 160 State St., Boston, Mass.
Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
*John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS
*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS
*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE
*Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS
John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS
Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

GASKETS
Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING
Fitzgerald Mfg. Co., Torrington, Conn.

GLUE
*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

HOOKS, FISH
*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS
*Chas. D. Briddell, Inc., Crisfield, Md.

MARINE HARDWARE
Perkins Marine Lamp & Hardware Corp., 1943 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS
*Kelvin-White Co., 90 State St., Boston, Mass.
Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

NETS AND NETTING
W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Edérer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS
*Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS
*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS
Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS
*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES
"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS
International Paint Co., Inc., 21 West St., New York, N. Y.
*Pettit Paint Co., Belleville, N. J.

PROPELLERS
*Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS
Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES
*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES
Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.
*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS
*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING
*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS
*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Casey Boat Building Co., Inc., Fairhaven, Mass.
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Essex Boat Works, Inc., Essex, Conn.
*Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.
Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.
*Geo. Lawley & Son Corp., Neponset, Mass.
*Mount Desert Boat Yard, Mount Desert, Maine.
*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.
*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.
Willis J. Reid & Son, Winthrop 52, Mass.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Waldoboro Shipyard, Inc., Waldoboro, Maine
Webber's Cove Boatyard, East Blue Hill, Me.
*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR
*The Edson Corp., 49-51 D St., South Boston, Mass.
Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS
*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT
Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE
*Bethlehem Steel Co., Bethlehem, Pa.

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Draggers: 86′ x 22′ x 10′, 180 hp. Wolverine, new 1944. Hull rebuilt 1944, ice 65,000 lbs. fish. Fuel capacity 3,000 gals. 76′ x 16′ x 8′, 120 hp. Standard, ice 55,000 lbs. fish, fuel 200 gals. Hull and engine rebuilt 1944. 42′ x 12′6″ x 5′4″, built 1933, engine installed new 1940, 90 hp. Superior, 1½:1 reduction gear. Model MRD-4, ice 18,000 lbs. fish, Hathaway hoist. Fish boats: 40′ x 10′ x 3′6″, built 1931, Palmer 6-40, raised deck with shelter, working mast, 4 bunks. Line trawler 43′ x 12′6″ x 3′6″, new 1943, 110 hp. Pierce Arrow converted. Full equipment—4 tubs trawl, shelter, bunks four, cockpit self bailing. Two fish tubs built in 7′ x 3′. Seiner 43′ x 12′ x 3′, built 1941—trunk cabin with shelter, cockpit self bailing, fish well under. Working mast—65 hp. Kermath, rebuilt equal to new 1941. Sardine smack 43′ x 10′6″ x 3′, built 1937, 90 hp. Chris Craft engine with reduction gear. Winch head hoist. Passenger and freight boat, Diesel powered, inspected Aug. 1940, licensed for harbors and inland waters, 68.4′ x 15.3′ x 5′—33 gross tons. Good equipment and well arranged. Prices and full details on request. All boats in commission. Immediate delivery. Knox Marine Exchange, Camden, Maine.

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Dragger For Sale

Fishing dragger, 35′ long, 12′ beam and 6′ draft, 70 hp. Buda engine. Engine 1 year old. Boat in good running condition, fully equipped, ready to go fishing. For further information write Anthony Graffeo, 45 Fleet St., Boston, Mass.

Engine For Sale

Atlas Imperial engine for sale, 155 hp., in good running condition, two and a half years old, can be seen by appointment. Mrs. Pasqualina Castro, 28 Winthrop Road, Chelsea, Mass.

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Schooner For Sale

"Ollie I. Collie", 73′ over all and in first class condition, has a 50 hp. Lathrop Diesel engine that is new, and brand new suit of sails. Boat is as good as new, everything is in good order. She is 13 years old and draws not quite 6′ loaded. Can be seen. Price is $15,000. W. J. Stanford, Box 168, Colonial Beach, Va.

Lobster Boat For Sale

For sale, lobster boat, built spring 1944, 36′ x 10′ x 30″, Gray Marine engine, 8 cylinder 100 hp., fully equipped, including lobster hoist, also 135 traps, in service 4 months, Capt. Frank Farnsworth, Box 143, Camden, Maine.

Dragger For Sale

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Index to Advertisers

Page
American Mfg. Co.
Atlas Imperial Diesel Engine Co.
Bellamy Engineering Co.
Bendix Aviation Corp.
Bethlehem Steel Co. (Shipbuilding)
Bethlehem Steel Co. (Wire Rope)
Chas. D. Briddell, Inc.
Briggs Clarifier Co.
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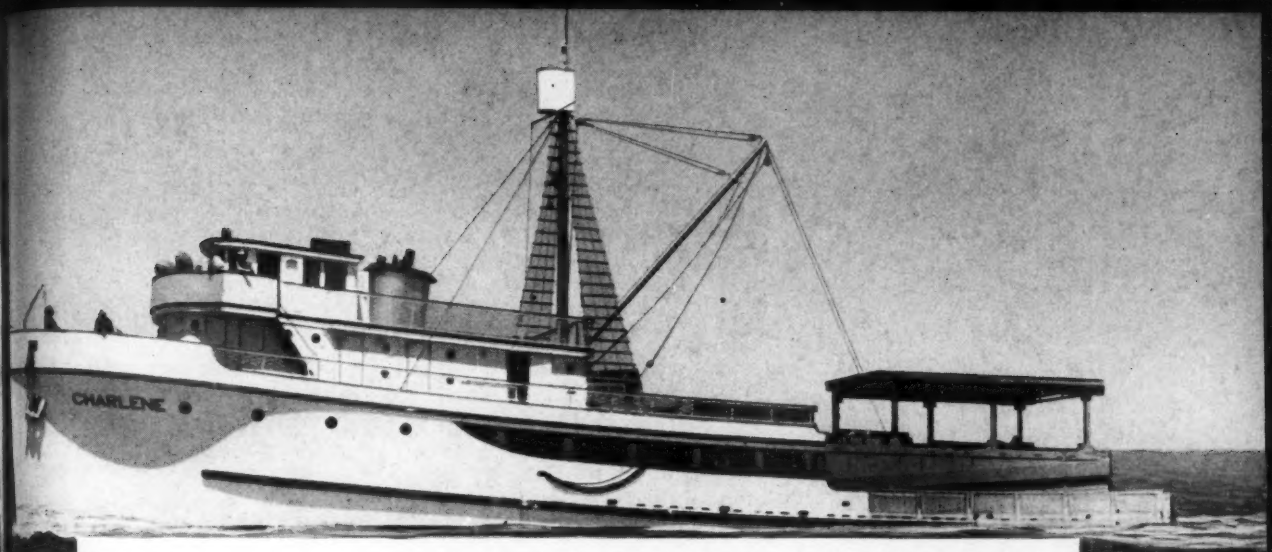

Constructed by Martinolich Shipyards for Captain Joe Penacho and Dr. O. Warner, the Charlene is powered with a DMG-36, 600 HP., at 400 RPM Turbocharged Enterprise Diesel Engine.

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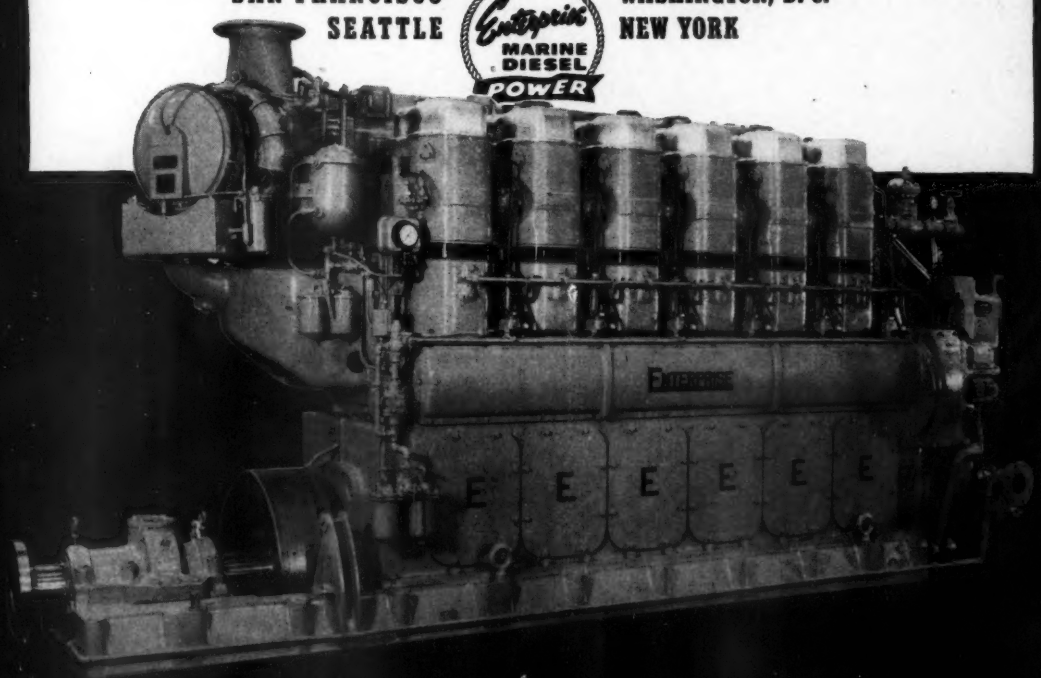

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